

## 7 Financial Plans and Long Range Transportation Planning

Continued economic and population growth in the ARTS planning area place ever greater demands on the current transportation network. Though ARTS engages innovative and creative planning efforts to achieve a safe, livable, and economically prosperous region, these outcomes are all dependent on the availability of funds. Simply adding to the transportation network to mitigate congestion and other negative consequences of unrestrained development, the gap between transportation needs and available resources widen. Undeniably, funding transportation, public transit and non-motorized transportation improvements, consistently remains a challenge for many MPOs.

Accommodating current and future transportation improvements in the region, ARTS has developed a financially constrained multimodal transportation plan. The financial plan is a pragmatic forecast of costs and revenue streams that are reasonably expected (i.e., to be incurred or made available) over the next 25 years. The financial plan documents the methods used to calculate funding availability (i.e., revenues) and project expenditures (i.e., costs) to achieve financial constraint in the LRTP.

Moving Ahead for Progress in the 21st Century Act (MAP-21) consolidated and restructured federal grant programs for transportation, e.g., Surface Transportation Program (STP). MAP-21 also introduced new financing mechanisms for core program funding. One key aspect of MAP-21 requires the ranking of all projects against performance measurement goals. Transportation projects that meet or exceed performance thresholds have a greater potential of attracting and sustaining federal, state or local funding. Despite the availability of federal, state and local revenues, for many MPOs there still remains a shortfall to fund transportation projects and improvements.

Several factors have limited the growth of revenues to fund high priority transportation projects, further consolidating the number and type of projects that can be proposed in a financially constrained plan. These factors are: 1) Declining gas tax revenues resulting from changing driving habits, lower vehicle miles traveled and increased fuel efficiency; 2) Increased use of alternative fuel vehicles, such as electric or hybrid vehicles, which are not currently subject to highway fuel taxes; and, 3) Flat rate gas taxes where federal and state gas taxes remain at fixed per-gallon amounts despite increases in transportation construction costs.

Federal planning regulations require that the financial plan presented in LRTPs be financially constrained (i.e., a balanced budget). A position where the estimated costs for all transportation improvements presented in a LRTP cannot exceed the amount of reasonably expected revenues from identified funding sources. The financial constraint requirement ensures realistic assumptions are made when committing funds for projects.

Projects for the Transportation Vision 2040 LRTP update were identified through a thorough assessment of issues and needs affecting the ARTS planning region. Input provided by citizens, local jurisdictions and other stakeholders guided the project selection process. Coordination between ARTS, GDOT, SCDOT, county partners and other federal and county agencies identified potential revenue sources that are reasonably expected over the next 25 years.

## ***7.1 Federal Grant Programs and Revenue Sources for Transportation Improvements***

Funding for transportation improvements is accessible from a variety of federal, state and local sources. Funding sources financing projects in the Transportation Vision 2040 LRTP update are described below. A summary table of grants and the types of transportation improvements projects that can be funded is presented in [Appendix D](#).

### **7.1.1 Federal Funds**

Federal Funds are the largest share of funding for transportation improvements in the ARTS planning area. Federal Funds authorized by Congress to assist states in building, improving and maintaining multimodal transportation networks and services within each state. Federal funds, typically, comes from gas taxes or motor fuel fees. Federal funds for surface transportation are administered by the FHWA, FTA and Federal Railroad Administration (FRA).

### High Priority Projects (HPP)

HPP grants provide discretionary funds for specific highway projects identified by Congress. As a federally mandated earmark, HPP grants are used to fund “demonstration” projects that may not have been included in TIP or the LRTP. The maximum Federal share for HPP is 80%. Funding for HPP was discontinued under MAP-21. According to the 2015-2018, TIP ARTS is programmed to apportion \$4,499,501 to eligible HPP recipients/projects.

### Highway Safety Improvement Program (HSIP)

HSIP grants fund transportation improvement projects that reduce traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. Eligible projects include highway safety improvements, roadway hazard correction, etc. Eligible projects must be consistent with the State Highway Safety Program (SHSP) while achieving state safety targets. According to the 2015-2018 TIP ARTS is programmed to apportion \$9,805,000 to eligible HSIP recipients/projects.

### National Highway Performance Program (NHPP)

NHPP grants provide funding for the construction and maintenance of the National Highway System (NHS). The interstate system and all principal arterials are eligible for NHPP funds. According to the 2015-2018 TIP ARTS is programmed to apportion \$13,919,764 to eligible NHPP recipients/projects.

### Surface Transportation Program (STP)

STP grants provide flexible funding to states and localities for transportation improvement projects. Eligible projects for STP grants will preserve or improve the conditions and performance on any Federal-aid highway, bridge and tunnel, on any public road, and on pedestrian and bicycle infrastructure. Funding for transit capital projects, such as intercity bus terminals, are also included in STP grants. STP grants can cover up to 80 percent of the total cost of a project, with the balance covered by states or localities. According to the 2015-2018 TIP ARTS is programmed to apportion \$60,784,987 to eligible STP recipients/projects.

### Transportation Alternatives Program (TAP)

TAP grants provide funds for alternative transportation projects, such as transportation improvement projects relating to pedestrian and bicycle paths and sidewalks. TAP funds may contribute up to 80% of the total eligible project cost. Local governments, regional transportation authorities, transit agencies, and school districts are just some of the agencies eligible to receive TAP funds.

TAP funds can be used for programs and projects that promote walking and bicycling in a safe environment by children (possibly accompanied by their parents) to and from school. Engaging these alternative modes result in improvements to personal health and fitness, particularly for children. Eligible TAP projects can now include: sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, and on- and off-street pedestrian and bicycle facilities, etc. According to the 2015-2018 TIP ARTS is programmed to apportion \$3,504,991 to eligible TAP recipients/projects.

#### Federal Transit Administration Grants

The Federal Transit Administration (FTA) issues various competitive grants and cooperative agreements funding public transit operations, maintenance programs and capital purchases. Depending on the grant, the FTA may fund up to 100% of the project cost. FTA grants disbursed to MPOs or public transit providers in the ARTS planning area are presented below.

#### Section 5303 – Urban Planning

Section 5303 grants from the FTA go to MPOs for planning activities. MPOs may be engaged in planning activities that: 1) increase the accessibility and mobility of people; 2) enhance the integration and connectivity of the transportation system; or 3) promote efficient management and operation of transportation systems. In SC, all federal funds under this program are consolidated with FHWA metropolitan planning funds.

#### Section 5307 – Large Urban Public Transportation

The Urbanized Area Formula Funding program makes Federal resources available to urbanized areas (population of 50,000+) for transit capital and operating assistance and transportation related planning. Public transit providers may use Section 5307 grants to provide mobility management services to members of the public. Contracted mobility services may also be funded by Section 5307 grants.

#### Section 5310 – Enhanced Mobility of Seniors and Individuals with Disabilities

Section 5310 grants are available to transit agencies that provide public transit services improving the mobility for seniors and disabled persons. Section 5310 grants enable public transit providers to go beyond meeting the mobility requirements of the Americans with Disabilities Act (ADA). Eligible projects include: 1) capital projects that improve access to transit for seniors and persons with disabilities, e.g., specialized vehicle purchase; and, 2) communication equipment, such as two-way radios.

### Section 5311 – Other than Urbanized Areas

Section 5311 grants are available to transit agencies that provide service in rural areas with population of less than 50,000. Section 5311 grants seek to: 1) Enhance the access of people in rural areas to health care, shopping, education, employment, public services, and recreation; 2) Assist in the maintenance, development, improvement, and use of public transit in rural areas; 3) Assist in the development and support of intercity bus transportation; and 4) Provide for the participation of private transportation providers in rural transportation. Eligible activities using these grant funds include: acquisition of public transportation services and capital, operating, and administrative expenses on providing public transit services in rural areas.

### Section 5339 – Bus and Bus Facilities Program

MAP-21 replaced Section 5309 grants with Section 5339. Section 5339 discretionary funds provide funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities. Grant funds can be used to purchase shelters and bus stop signs, bicycle infrastructure tied to transit, and electronic communications. This program requires a 20 percent local match.

## ***7.2 State Grant Programs and Revenue Sources for Transportation Improvements***

States are major contributors of funds for transportation improvement projects, often the second largest contributor after the Federal Government. With reductions in the availability of federal funds for transportation projects, states have had to develop innovative funding programs at the state level to make up for any shortfalls. Funding initiatives at the state level are presented in this section.

## ***7.3 Georgia***

### **7.3.1 Transportation Investment Act of 2010**

Georgia House Bill 277 (aka Transportation Investment Act of 2010 (TIA)) was passed by the Georgia General Assembly in 2010. Each of the 12 economic development regions in Georgia through a referendum would be permitted to impose a 1 percent sales tax for 10 years (beginning in 2013) to fund multimodal transportation projects. This special tax would create a source of discretionary funds for participating regions to finance additional local transportation improvements. The process if approved, would give voters a greater role in the development of Georgia's transportation system.

In 2012, the referendums took place and voters in three (3) economic development regions, comprising of 46 Georgia counties, voted to implement the 1% Transportation Special Purpose Local Option Sales Tax (TSPLOST), beginning January 1, 2013. The three (3) regions were: Central Savannah River Area (CSRA), Heart of Georgia–Altamaha, and River Valley.

GDOT serves as the agency responsible for managing the budget, schedule, execution and delivery of all projects contained in the approved investment lists. The Georgia State Financing and Investment Commission (GSFIC) is the agency responsible for receiving SPLOST funds and distributing a 25% local share back to the counties. GSFIC is also responsible for investing 75% of SPLOST funds received and disbursing such funds as GDOT invoices for work completed. SPLOST revenues collected by GSFIC are presented in [Table 40](#).

**Table 40:** *Columbia and Richmond Counties SPLOST Collections 2013-2015*

Period	Columbia	Richmond
Jan-Jun 2013	\$1,031,062.42	\$1,644,119.37
Jul-Dec 2013	\$1,093,115.41	\$1,490,673.06
Total Jan-Dec 2013	\$2,124,177.83	\$3,134,792.43
Jan-Jun 2014	\$1,166,162.31	\$1,590,287.08
Jul-Dec 2014	\$1,209,163.24	\$1,729,371.74
Total Jan-Dec 2014	\$2,375,325.55	\$3,319,658.82
Jan-May 2015	\$1,029,511.48	\$1,472,429.93

*Source: Georgia State Financing and Investment Commission*

TIA is currently budgeted at \$1,175,318,463 (in 2011 Dollars) with \$316,962,906 tax revenues collected as of June 2015. Currently 871 projects are funded with TIA dollars. Of this, 84 projects are within the CSRA region with a total budget of \$538,965,884. An example of a TIA funded project is the SR 10 Gordon Highway/SR 4 Deans Bridge Road intersection improvements in Richmond County. This project in construction as from March 2015 is a TIA Band 1 project (2013-2015) with an expected completion date of March 2016.

### 7.3.2 Georgia House Bill 170

Transportation Funding Bill, House Bill 170 (HB 170), was passed March 31, 2015 and made effective July 1, 2015. The Georgia General Assembly adopted this new transportation funding legislation. HB 170 establishes a .26 cents per gallon state excise tax on gasoline, and 29 cents per gallon state excise tax on diesel.

Georgia – House Bill 170 – Transportation Funding Act of 2015 became ACT 46 after the governor signed it into law on May 4, 2015. This Act amends the Official Code of Georgia

(O.C.G.A.) in order to help fund transportation projects in the state. The amendments to the O.C.G.A. include:

- Chapter 12 of Title 45 – limits Governor’s power to suspend collection of motor fuel taxes and requires ratification by the General Assembly.
- Title 48 – Revenue and Taxation
- Chapter 10 of Title 32 Article 2 Part 2 – the Georgia Transportation Infrastructure Bank Act, provide new criteria for determination of eligible projects by Transportation Infrastructure Bank.

HB 170 changed the current indexing formula to include both the Corporate Average Fuel Economy (CAFÉ) standards and Consumer Price Index (CPI) through July 1, 2018. Future indexing will be against CAFÉ standards only. HB 170 includes additional oversight by the Georgia General Assembly, requiring GDOT to annually submit a ten (10) year strategic plan outlining the use of department resources for upcoming fiscal years. It also creates a Special Joint Committee on the Georgia Revenue Structure (i.e., Tax Reform).

At the local level, HB 170 authorizes a cap on the average retail price for fuel that local sales taxes can collect, at a rate of \$3.00 per gallon for motor fuel, including diesel. Comparatively, local sales taxes are currently collected on an average price of \$2.59 per gallon for gasoline, and \$3.16 per gallon for diesel. HB 170 authorizes a region to self-start the process for TIA by adopting a resolution and allows the rate to be a fractional rate of 0.5 percent up to 1 percent.

### **7.3.3 Georgia House Bill 106**

Georgia House Bill 106 (HB 106) authorizes TSPLOST to be adopted by a single county. Beginning in July of 2017, any county not currently in a TIA region, may impose a single county TSPLOST for transportation purposes at a fractional rate of .05 percent up to a maximum of 1 percent for a period not to exceed five (5) years. If the county fails to enter an Inter-Government Agreement (IGA) with its municipalities, it can still impose the tax but at a maximum rate of .75 percent. If there is an IGA, the project list must contain Statewide Strategic Transportation Plan (SSTP) projects that make up at least 30% of the projected revenues. A county must have a regular Special Purpose Local Option Sales Tax (SPLOST) in effect in order to levy a single county TSPLOST. The single county TSPLOST is not subject to the 2% local sales tax cap. Other requirements indicate that only one single county TSPLOST can be in effect at any given time.

Georgia Transportation Infrastructure Bank

State Infrastructure Banks (SIBs) provide infrastructure investment funds for surface transportation. SIBs are established and administered by the state where they are located. The Georgia Transportation Infrastructure Bank (GTIB) established by House Bill 1019 in April 2008, provides loans to state, regional, and local government entities. These loans fund much-needed transportation improvement projects through which economic value and vitality is increased in local communities. The program is primarily funded through state motor fuel taxes and administered by the State Road and Tollway Authority (SRTA). Currently, the majority of GTIB loans fund road and bridge projects in the Atlanta Metro area. However, GTIB funds are available to all jurisdictions in Georgia.



## **7.4 South Carolina**

### **General Bill H.3579**

In May 2015 the South Carolina Senate failed to pass General Bill H.3579 which sought to address and reform funding mechanisms for the state's aging transportation infrastructure. General Bill H.3579 proposed a gas tax increase to fund much needed repairs and upgrades. A debate and revote is anticipated when the South Carolina General Assembly returns to Columbia in January 2016. Until that time needed funds are to be appropriated from other state resources.

### **Local Funding Sources**

Local funds for transportation improvement projects may come from various sources. These sources may range from: general revenues, sales taxes, property taxes or millage, and, vehicle fees.

### **South Carolina State Infrastructure Bank**

SIBs are banks providing infrastructure investment funds for surface transportation. SIBs are established and administered by the state where they are located. South Carolina's SIB purpose is to select and assist in financing major qualified projects (i.e., exceeding \$100 M) by providing loans and other financial assistance for constructing and improving highway and other transportation facilities as necessary for public purposes, including economic development. The program is primarily funded by the issuance of revenue and general obligation bonds. Funds are attributable to the South Carolina SIB for the Transportation Vision 2040 LRTP update amount to \$4,600,000.

## **7.5 Projected Federal and State Revenues - Georgia**

Georgia Federal and State amounts for 2015-2040 were provided by Georgia Department of Transportation (GDOT). GDOT's projections are based on historical data. An inflation factor of 1% was applied to produce available revenues to the year 2040 ([Table 41](#)). Projects estimate totaled \$1,011,042,320 (Column B, [Table 41](#)) and Maintenance estimate totaled \$99,643,518. The total Georgia Federal and State funds estimate for ARTS is \$1,110,685,838.

**Table 41: Year-on-Year Federal and State Estimates for Georgia**

Year	Projects Estimate	Maintenance Estimate	Sub-Total Estimate	Tier	Total by Tier
2015	\$34,242,869	\$3,374,814	\$37,617,683	1	\$152,742,877
2016	\$34,585,297	\$3,408,562	\$37,993,860		
2017	\$34,931,150	\$3,442,648	\$38,373,798		
2018	\$35,280,462	\$3,477,074	\$38,757,536		
2019	\$35,633,266	\$3,511,845	\$39,145,111	2	\$452,785,033
2020	\$35,989,599	\$3,546,964	\$39,536,563		
2021	\$36,349,495	\$3,582,433	\$39,931,928		
2022	\$36,712,990	\$3,618,258	\$40,331,248		
2023	\$37,080,120	\$3,654,440	\$40,734,560		
2024	\$37,450,921	\$3,690,984	\$41,141,906		
2025	\$37,825,430	\$3,727,894	\$41,553,325		
2026	\$38,203,685	\$3,765,173	\$41,968,858		
2027	\$38,585,721	\$3,802,825	\$42,388,546		
2028	\$38,971,579	\$3,840,853	\$42,812,432		
2029	\$39,361,294	\$3,879,262	\$43,240,556		
2030	\$39,754,907	\$3,918,054	\$43,672,962	3	\$505,157,929
2031	\$40,152,456	\$3,957,235	\$44,109,691		
2032	\$40,553,981	\$3,996,807	\$44,550,788		
2033	\$40,959,521	\$4,036,775	\$44,996,296		
2034	\$41,369,116	\$4,077,143	\$45,446,259		
2035	\$41,782,807	\$4,117,915	\$45,900,722		
2036	\$42,200,635	\$4,159,094	\$46,359,729		
2037	\$42,622,642	\$4,200,685	\$46,823,326		
2038	\$43,048,868	\$4,242,691	\$47,291,560		
2039	\$43,479,357	\$4,285,118	\$47,764,475		
2040	\$43,914,150	\$4,327,970	\$48,242,120		
Total	\$1,011,042,320	\$99,643,518	\$1,110,685,838		\$1,110,685,838

Source: ARTS

Note: Estimates are based on historical revenue data with a 1% inflation rate

## 7.6 Projected Federal and State Revenues – South Carolina

South Carolina federal and state totals originate from annual Guide share amounts provided by SCDOT. Guide shares are synonymous with Surface Transportation Program (STP) grants in other states. SCDOT federal and state Guide share amounts for the 2015-2040 amounted to \$93,354,660. This base figure does not take into account annual inflation factors.

The Guide share amount for FY 2015 is \$3,510,435 under the Emma's Law. Guide share, TAP and local match base figures were held constant for 2016-2018. From FY 2019 an inflation factor of 3% was applied to produce available revenues to the year 2040 (*Table 42*). The total South Carolina Federal and State funds estimate for ARTS is \$157,703,960. Other federal and state funds for South Carolina are as follows:

Federal Transportation Alternatives Program (TAP) = \$ 5,778,820

State: State Infrastructure Bank (SIB) = \$ 5,515,000

State: Non-State Infrastructure Bank = \$ 19,084,000

**Table 42: Year-on-Year Federal and State Estimates for South Carolina**

# Years	Year	Projects Estimate (Guideshares)	State Infrastructure Bank	Safety, Bridge & Maintenance Programs Funds	Transportation Alternatives Program	Total Estimate Federal and State	Tier	Totals by Tier
1	2015	\$3,510,435	\$5,515,000	\$19,084,000	\$163,000	\$28,272,435	1	\$39,542,742
2	2016	\$3,593,769			\$163,000	\$3,756,769		
3	2017	\$3,593,769			\$163,000	\$3,756,769		
4	2018	\$3,593,769			\$163,000	\$3,756,769		
5	2019	\$3,701,582			\$167,890	\$3,869,472	2	\$49,559,408
6	2020	\$3,812,630			\$172,927	\$3,985,556		
7	2021	\$3,927,008			\$178,115	\$4,105,123		
8	2022	\$4,044,819			\$183,458	\$4,228,277		
9	2023	\$4,166,163			\$188,962	\$4,355,125		
10	2024	\$4,291,148			\$194,631	\$4,485,779		
11	2025	\$4,419,883			\$200,469	\$4,620,352		
12	2026	\$4,552,479			\$206,484	\$4,758,963		
13	2027	\$4,689,053			\$212,678	\$4,901,731		
14	2028	\$4,829,725			\$219,058	\$5,048,783		
15	2029	\$4,974,617			\$225,630	\$5,200,247		
16	2030	\$5,123,855			\$232,399	\$5,356,254	3	\$68,601,811
17	2031	\$5,277,571			\$239,371	\$5,516,942		
18	2032	\$5,435,898			\$246,552	\$5,682,450		
19	2033	\$5,598,975			\$253,949	\$5,852,924		
20	2034	\$5,766,944			\$261,567	\$6,028,511		
21	2035	\$5,939,953			\$269,414	\$6,209,367		
22	2036	\$6,118,151			\$277,497	\$6,395,648		
23	2037	\$6,301,696			\$285,821	\$6,587,517		
24	2038	\$6,490,747			\$294,396	\$6,785,143		
25	2039	\$6,685,469			\$303,228	\$6,988,697		
26	2040	\$6,886,033			\$312,325	\$7,198,358		
	Total	\$127,326,140	\$5,515,000	\$19,084,000	\$5,778,820	\$157,703,960		\$157,703,960

Source: ARTS

## 7.7 Projected Local Revenues – Georgia

Table 43 presented Federal and State funding estimates for highway related investments in the Georgia portion of the ARTS planning area. The estimated grant of \$1,110,685,838 requires a 20% local match of \$277,671,460. For example for every \$8 in Federal and State grants an additional \$2 local match is required.

In order to receive the maximum Federal and State grant, Columbia and Richmond Counties are expected to provide \$277,671,460 from local funding sources. The required pro rata population distributions from each county are based on the 2010 Decennial census estimates as follows:

Columbia County population	124,053 (38%)
Richmond County population	<u>200,249 (62%)</u>
Total	324,302 (100%)

Columbia County is responsible for 38% of the local match and Richmond County 62% (Table 43) as follows:

Columbia County	\$ 105,515,155 (38%)
Richmond County	<u>\$ 172,156,305 (62%)</u>
Total	\$ 277,671,460

### Projected Local Revenues Columbia County

Projected local revenues for Columbia County total \$137,436,422 (Table 44) are based on revenue estimates provided by Columbia County. Assumptions are as follows:

- TIA/TSPLOST Tier #1 = \$21,415,267 for 2015-2018.
- TIA/TSPLOST Tiers #2 & 3 = \$10,506,000 for 2019-2040.
- SPLOST Tiers #1, #2 & #3 = \$105,515,155 for 2015-2040.

**Table 43: Year-on-Year Federal Funding Estimates Georgia and Anticipated Local Match**

Year	Federal Grant	Assumed Local Match	Local Columbia County Match (38%)	Local Richmond County Match (62%)
2015	\$37,617,683	\$9,404,421	\$3,573,679.86	\$5,830,740.82
2016	\$37,993,860	\$9,498,465	\$3,609,416.66	\$5,889,048.23
2017	\$38,373,798	\$9,593,450	\$3,645,510.82	\$5,947,938.71
2018	\$38,757,536	\$9,689,384	\$3,681,965.93	\$6,007,418.10
2019	\$39,145,111	\$9,786,278	\$3,718,785.59	\$6,067,492.28
2020	\$39,536,563	\$9,884,141	\$3,755,973.45	\$6,128,167.20
2021	\$39,931,928	\$9,982,982	\$3,793,533.18	\$6,189,448.88
2022	\$40,331,248	\$10,082,812	\$3,831,468.51	\$6,251,343.37
2023	\$40,734,560	\$10,183,640	\$3,869,783.20	\$6,313,856.80
2024	\$41,141,906	\$10,285,476	\$3,908,481.03	\$6,376,995.37
2025	\$41,553,325	\$10,388,331	\$3,947,565.84	\$6,440,765.32
2026	\$41,968,858	\$10,492,214	\$3,987,041.50	\$6,505,172.97
2027	\$42,388,546	\$10,597,137	\$4,026,911.92	\$6,570,224.70
2028	\$42,812,432	\$10,703,108	\$4,067,181.03	\$6,635,926.95
2029	\$43,240,556	\$10,810,139	\$4,107,852.84	\$6,702,286.22
2030	\$43,672,962	\$10,918,240	\$4,148,931.37	\$6,769,309.08
2031	\$44,109,691	\$11,027,423	\$4,190,420.69	\$6,837,002.17
2032	\$44,550,788	\$11,137,697	\$4,232,324.89	\$6,905,372.19
2033	\$44,996,296	\$11,249,074	\$4,274,648.14	\$6,974,425.92
2034	\$45,446,259	\$11,361,565	\$4,317,394.62	\$7,044,170.18
2035	\$45,900,722	\$11,475,180	\$4,360,568.57	\$7,114,611.88
2036	\$46,359,729	\$11,589,932	\$4,404,174.26	\$7,185,758.00
2037	\$46,823,326	\$11,705,832	\$4,448,216.00	\$7,257,615.58
2038	\$47,291,560	\$11,822,890	\$4,492,698.16	\$7,330,191.73
2039	\$47,764,475	\$11,941,119	\$4,537,625.14	\$7,403,493.65
2040	\$48,242,120	\$12,060,530	\$4,583,001.39	\$7,477,528.59
Total	\$1,110,685,838	\$277,671,460	\$105,515,155	\$172,156,305

Source: ARTS

**Table 44: Year-on-Year Local Revenue Estimates for Georgia - Columbia County**

# Years	Year	Tier	TIATSPLOST	SPLOST	Total	Totals by Tier
1	2015	1	\$0	\$3,573,680	\$3,573,680	\$35,925,840
2	2016		\$12,016,722	\$3,609,417	\$15,626,139	
3	2017		\$0	\$3,645,511	\$3,645,511	
4	2018		\$9,398,545	\$3,681,966	\$13,080,511	
5	2019	2	\$10,506,000	\$3,718,786	\$14,224,786	\$53,520,578
6	2020		\$0	\$3,755,973	\$3,755,973	
7	2021		\$0	\$3,793,533	\$3,793,533	
8	2022		\$0	\$3,831,469	\$3,831,469	
9	2023		\$0	\$3,869,783	\$3,869,783	
10	2024		\$0	\$3,908,481	\$3,908,481	
11	2025		\$0	\$3,947,566	\$3,947,566	
12	2026		\$0	\$3,987,042	\$3,987,042	
13	2027		\$0	\$4,026,912	\$4,026,912	
14	2028		\$0	\$4,067,181	\$4,067,181	
15	2029		\$0	\$4,107,853	\$4,107,853	
16	2030	3	\$0	\$4,148,931	\$4,148,931	\$47,990,003
17	2031		\$0	\$4,190,421	\$4,190,421	
18	2032		\$0	\$4,232,325	\$4,232,325	
19	2033		\$0	\$4,274,648	\$4,274,648	
20	2034		\$0	\$4,317,395	\$4,317,395	
21	2035		\$0	\$4,360,569	\$4,360,569	
22	2036		\$0	\$4,404,174	\$4,404,174	
23	2037		\$0	\$4,448,216	\$4,448,216	
24	2038		\$0	\$4,492,698	\$4,492,698	
25	2039		\$0	\$4,537,625	\$4,537,625	
26	2040		\$0	\$4,583,001	\$4,583,001	
Total			\$31,921,267	\$105,515,155	\$137,436,422	\$137,436,422

Source: ARTS

### **Projected Local Revenues Richmond County**

Projected local revenues for Richmond County \$230,537,767 (*Table 45*) are based on revenue estimates provided by Engineering Department of Richmond County and GDOT District #2 office. Assumptions are as follows:

- TIA/TSPLOST Tier #1 = \$6,853,100 for 2015-2018.
- SPLOST Tiers #1, #2 & #3 = \$172,156,305 for 2015-2040.
- Local Maintenance Improvement Grant Year 2015 \$1,570,687 from GDOT District #2 Office.
- Inflation factor 1% applied to LMIG.
- Expected 10% local match of LMIG.



**Table 45: Year-on-Year Local Revenue Estimates for Georgia - Richmond County**

# Years	Year	Tier	TIATSPLOST	SPLOST	Local Maintenance Improvement Grant (LMIG)	LMIG Local 10% Match	Total	Totals by Tier
1	2015	1	\$2,000,000	\$5,830,741	\$1,570,687	\$174,521	\$9,575,949	\$37,614,489
2	2016		\$4,853,100	\$5,889,048	\$1,586,394	\$176,266	\$12,504,808	
3	2017		\$0	\$5,947,939	\$1,602,258	\$178,029	\$7,728,225	
4	2018		\$0	\$6,007,418	\$1,618,280	\$179,809	\$7,805,507	
5	2019	2	\$0	\$6,067,492	\$1,634,463	\$181,607	\$7,883,562	\$91,187,864
6	2020		\$0	\$6,128,167	\$1,650,808	\$183,423	\$7,962,398	
7	2021		\$0	\$6,189,449	\$1,667,316	\$185,257	\$8,042,022	
8	2022		\$0	\$6,251,343	\$1,683,989	\$187,110	\$8,122,442	
9	2023		\$0	\$6,313,857	\$1,700,829	\$188,981	\$8,203,667	
10	2024		\$0	\$6,376,995	\$1,717,837	\$190,871	\$8,285,703	
11	2025		\$0	\$6,440,765	\$1,735,016	\$192,780	\$8,368,560	
12	2026		\$0	\$6,505,173	\$1,752,366	\$194,707	\$8,452,246	
13	2027		\$0	\$6,570,225	\$1,769,889	\$196,654	\$8,536,769	
14	2028		\$0	\$6,635,927	\$1,787,588	\$198,621	\$8,622,136	
15	2029		\$0	\$6,702,286	\$1,805,464	\$200,607	\$8,708,358	
16	2030	3	\$0	\$6,769,309	\$1,823,519	\$202,613	\$8,795,441	\$101,735,413
17	2031		\$0	\$6,837,002	\$1,841,754	\$204,639	\$8,883,396	
18	2032		\$0	\$6,905,372	\$1,860,172	\$206,686	\$8,972,229	
19	2033		\$0	\$6,974,426	\$1,878,773	\$208,753	\$9,061,952	
20	2034		\$0	\$7,044,170	\$1,897,561	\$210,840	\$9,152,571	
21	2035		\$0	\$7,114,612	\$1,916,537	\$212,949	\$9,244,097	
22	2036		\$0	\$7,185,758	\$1,935,702	\$215,078	\$9,336,538	
23	2037		\$0	\$7,257,616	\$1,955,059	\$217,229	\$9,429,903	
24	2038		\$0	\$7,330,192	\$1,974,610	\$219,401	\$9,524,202	
25	2039		\$0	\$7,403,494	\$1,994,356	\$221,595	\$9,619,444	
26	2040		\$0	\$7,477,529	\$2,014,299	\$223,811	\$9,715,639	
	Total		\$6,853,100	\$172,156,305	\$46,375,526	\$5,152,836	\$230,537,767	\$230,537,767

## 7.8 Projected Local Revenues – South Carolina

Estimates of local revenues for the South Carolina portion of ARTS were provided by Aiken County Government. Local match base figures were held constant for 2015-2018. From FY 2019 an inflation factor of 3% was applied to produce available revenues to the year 2040. Local match figures for the period 2019-2040 were estimated at \$82,421,438 ([Table 46](#)).

Local estimated amounts for the South Carolina side of ARTS are as follows (see [Table 46](#)):

Local: Local Taxes (2015–2018) = \$ 26,225,000

Local: Local Taxes (2019–2040) = \$ 82,421,438

The total South Carolina Local funds estimate for ARTS is \$108,646,438.

**Table 46: Year-on-Year Local Revenue Estimates for South Carolina**

# Years	Year	Tier	Local Match Tier 1	Local Match Tiers 2, 3	Totals by Tier
1	2015	1	\$6,556,250		\$26,225,000
2	2016		\$6,556,250		
3	2017		\$6,556,250		
4	2018		\$6,556,250		
5	2019	2		\$3,746,429	\$41,210,719
6	2020			\$3,746,429	
7	2021			\$3,746,429	
8	2022			\$3,746,429	
9	2023			\$3,746,429	
10	2024			\$3,746,429	
11	2025			\$3,746,429	
12	2026			\$3,746,429	
13	2027			\$3,746,429	
14	2028			\$3,746,429	
15	2029			\$3,746,429	
16	2030	3		\$3,746,429	\$41,210,719
17	2031			\$3,746,429	
18	2032			\$3,746,429	
19	2033			\$3,746,429	
20	2034			\$3,746,429	
21	2035			\$3,746,429	
22	2036			\$3,746,429	
23	2037			\$3,746,429	
24	2038			\$3,746,429	
25	2039			\$3,746,429	
26	2040			\$3,746,429	
	Total		\$26,225,000	\$82,421,438	\$108,646,438

## 7.9 Projected Federal, State and Local Year-of-Expenditure Revenues for Transit

### 7.9.1 Projected Federal, State and Local Revenues Transit – Georgia

#### FTA Federal Transit Funds – Augusta Public Transit (APT)

Georgia Transit Federal transit funds (for transit services operated by APT) for FY 2015-2018 were based on the ARTS 2015-2018 Transportation Improvement Program 4 (see [Table 47](#)). Georgia Transit Federal transit funds (for transit services operated by APT) for FY 2019-2040 were based on FY 2014 and FY 2015 Federal Transit Administration Section 5303, 5307, 5339 and 5310 Apportionments directive.

Assumptions Years 2015-2018:

- GA Federal Transit 5303 = N/A
- GA Federal Transit 5307 = \$12,469,989 from 2015-2018 TIP.
- GA Federal Transit 5310 = \$1,163,369
- GA Federal Transit 5339 = Average of Apportionment FY 2014 and FY 2015 or (FY 2014 \$271,675 + FY 2015 \$180,644) / 2 = \$226,159 \* 4 = \$904,638.
- GA State Transit = \$290,842 from 2015-2018 TIP.
- GA Local Transit = \$3,117,497 = \$922,107 from 2015-2018 TIP.
- No inflation factor applied during years 2015-2018 (TIP period).

Assumptions Years 2019-2040:

- GA Federal Transit 5303 = N/A.
- GA Federal Transit 5307 = Average of Apportionment FY 2014 and FY 2015 or (FY 2014 \$2,024,954 + FY 2015 \$1,343,879) / 2 = \$1,684,417.
- GA Federal Transit 5339 = Average of Apportionment FY 2014 and FY 2015 or (FY 2014 \$271,675 + FY 2015 \$180,644) / 2 = \$226,159.
- GA Federal Transit 5310 = Average of Apportionment FY 2014 and FY 2015 or (FY 2014 \$354,003 + FY 2015 \$235,261) / 2 = \$294,632.
- GA State & GA Local match together @ 20% of the GA Federal amount (i.e., 10% state and 10% local).
- Inflation @ 1% per year applied to the GA Federal amounts only.

**Table 47: Year-on-Year Transit Funding Federal and State Estimates for Georgia (Augusta Public Transit)**

n	F/P	FTA Section 5303 Planning	FTA Section 5307 Capital	FTA Section 5339 Capital	FTA Section 5310 Capital	GA Federal Transit Capital	GA State Transit Capital	GA Local Transit Capital	GA State & Local Capital	Total Capital	Year
Base Year FY 2015 to 2018	1.0000	N/A	\$12,469,989	\$904,638	\$1,163,369	\$14,537,996	\$290,842	\$3,117,497	\$3,408,339	\$17,946,335	2015 to 2018
1	1.0100	N/A	\$1,701,261	\$228,421	\$297,578	\$2,227,260	\$278,408	\$278,408	\$556,815	\$2,784,075	2019
2	1.0201	N/A	\$1,718,274	\$230,705	\$300,554	\$2,249,533	\$281,192	\$281,192	\$562,383	\$2,811,916	2020
3	1.0303	N/A	\$1,735,457	\$233,012	\$303,560	\$2,272,028	\$284,004	\$284,004	\$568,007	\$2,840,035	2021
4	1.0406	N/A	\$1,752,811	\$235,342	\$306,595	\$2,294,748	\$286,844	\$286,844	\$573,687	\$2,868,435	2022
5	1.0510	N/A	\$1,770,339	\$237,695	\$309,661	\$2,317,696	\$289,712	\$289,712	\$579,424	\$2,897,120	2023
6	1.0615	N/A	\$1,788,043	\$240,072	\$312,758	\$2,340,873	\$292,609	\$292,609	\$585,218	\$2,926,091	2024
7	1.0721	N/A	\$1,805,923	\$242,473	\$315,885	\$2,364,281	\$295,535	\$295,535	\$591,070	\$2,955,352	2025
8	1.0829	N/A	\$1,823,982	\$244,898	\$319,044	\$2,387,924	\$298,491	\$298,491	\$596,981	\$2,984,905	2026
9	1.0937	N/A	\$1,842,222	\$247,347	\$322,235	\$2,411,804	\$301,475	\$301,475	\$602,951	\$3,014,754	2027
10	1.1046	N/A	\$1,860,644	\$249,820	\$325,457	\$2,435,922	\$304,490	\$304,490	\$608,980	\$3,044,902	2028
11	1.1157	N/A	\$1,879,251	\$252,318	\$328,712	\$2,460,281	\$307,535	\$307,535	\$615,070	\$3,075,351	2029
12	1.1268	N/A	\$1,898,043	\$254,842	\$331,999	\$2,484,884	\$310,610	\$310,610	\$621,221	\$3,106,104	2030
13	1.1381	N/A	\$1,917,024	\$257,390	\$335,319	\$2,509,732	\$313,717	\$313,717	\$627,433	\$3,137,166	2031
14	1.1495	N/A	\$1,936,194	\$259,964	\$338,672	\$2,534,830	\$316,854	\$316,854	\$633,707	\$3,168,537	2032
15	1.1610	N/A	\$1,955,556	\$262,564	\$342,059	\$2,560,178	\$320,022	\$320,022	\$640,045	\$3,200,223	2033
16	1.1726	N/A	\$1,975,111	\$265,189	\$345,479	\$2,585,780	\$323,222	\$323,222	\$646,445	\$3,232,225	2034
17	1.1843	N/A	\$1,994,863	\$267,841	\$348,934	\$2,611,638	\$326,455	\$326,455	\$652,909	\$3,264,547	2035
18	1.1961	N/A	\$2,014,811	\$270,520	\$352,423	\$2,637,754	\$329,719	\$329,719	\$659,438	\$3,297,192	2036
19	1.2081	N/A	\$2,034,959	\$273,225	\$355,948	\$2,664,132	\$333,016	\$333,016	\$666,033	\$3,330,164	2037
20	1.2202	N/A	\$2,055,309	\$275,957	\$359,507	\$2,690,773	\$336,347	\$336,347	\$672,693	\$3,363,466	2038
21	1.2324	N/A	\$2,075,862	\$278,717	\$363,102	\$2,717,681	\$339,710	\$339,710	\$679,420	\$3,397,101	2039
22	1.2447	N/A	\$2,096,621	\$281,504	\$366,733	\$2,744,857	\$343,107	\$343,107	\$686,214	\$3,431,072	2040
Total			\$54,102,548	\$6,494,452	\$8,445,582	\$69,042,583	\$7,151,172	\$7,178,279	\$17,034,486	\$86,077,068	

Source: ARTS

Total Georgia Federal Transit Capital Funds for APT is estimated at \$69,042,583.

**Georgia Local and State Transit Funds – Augusta Public Transit (APT)**

Georgia Transit state and local transit funds (for transit services operated by APT) for FY 2015-2018, Table 47 were based on the ARTS 2015-2018 Transportation Improvement Program. No inflation factor applied during this period.

Future revenue estimates (i.e., 2019-2040) were discounted to present \$ values at an 1% discount factor. Georgia local and state funding FY 2019-2040 for APT is estimated at 20% match of the Georgia Federal amounts for Transit Funds. That is 10% state and 10% local.

Estimated Georgia state and local transit funds for years 2015-2040 totaled \$17,034,486.

Total Georgia Transit Funds (Federal, State and Local) for APT amounted to \$86,077,068.

## **7.10 Projected Federal, State and Local Revenues Rural Transit – Georgia**

### **Georgia Federal Transit Funds – Rural Transit Services**

Georgia Transit Federal transit funds (for rural transit services operated in Richmond and Columbia counties) were based on FTA 5311 grants and ARTS 2015-2018 Transportation Improvement Program (TIP). FTA 5311 grant funds are apportioned to operating or capital costs. Table 48 presents Georgia Federal Transit Funds – Rural Transit Services.

#### **Assumptions Year 2015-2018:**

- GA Federal Rural Transit FTA 5311 Capital Richmond County = \$73,020 from 2015-2018 TIP.
- GA Federal Rural Transit FTA 5311 Operating Richmond County = \$110,284 from 2015-2018 TIP.
- GA Federal Rural Transit FTA 5311 Capital Columbia County = \$110,480 from 2015-2018 TIP.
- GA Federal Rural Transit FTA 5311 Operating Columbia County = \$194,288 from 2015-2018 TIP.
- No inflation factor applied during years 2015-2018 (TIP period).

#### **Assumptions Year 2019-2020:**

- GA Federal Transit FTA 5311 Capital Rural Richmond County 2019 base figure = \$73,920 / 4 years = \$18,480.
- GA Federal Transit FTA 5311 Operating Rural Richmond County 2019 base figure = \$110,284 / 4 years = \$27,571.
- GA Federal Transit FTA 5311 Capital Rural Columbia County 2019 base figure = \$110,284 / 4 years = \$27,571.
- GA Federal Transit FTA 5311 Operating Rural Columbia County 2019 base figure = \$194,288 / 4 years = \$48,572.
- Inflation @ 1% per year applied to the GA Federal amounts only.

**Table 48: Year-on-Year Federal Funding Estimates for Georgia (Rural Transit)**

n	F/P	FTA Section 5311 Capital Rural Richmond County	FTA Section 5311 Operating Rural Richmond County	FTA Section 5311 Capital Rural Columbia County	FTA Section 5311 Operating Rural Columbia County	GA Federal Rural transit
Base Year FY 2015 to 2018	1.0000	\$73,920	\$110,284	\$110,480	\$194,288	\$488,972
1	1.0100	\$18,665	\$27,847	\$27,896	\$49,058	\$123,465
2	1.0201	\$18,851	\$28,125	\$28,175	\$49,548	\$124,700
3	1.0303	\$19,040	\$28,406	\$28,457	\$50,044	\$125,947
4	1.0406	\$19,230	\$28,690	\$28,741	\$50,544	\$127,207
5	1.0510	\$19,423	\$28,977	\$29,029	\$51,050	\$128,479
6	1.0615	\$19,617	\$29,267	\$29,319	\$51,560	\$129,763
7	1.0721	\$19,813	\$29,560	\$29,612	\$52,076	\$131,061
8	1.0829	\$20,011	\$29,855	\$29,909	\$52,597	\$132,372
9	1.0937	\$20,211	\$30,154	\$30,208	\$53,122	\$133,695
10	1.1046	\$20,413	\$30,456	\$30,510	\$53,654	\$135,032
11	1.1157	\$20,618	\$30,760	\$30,815	\$54,190	\$136,383
12	1.1268	\$20,824	\$31,068	\$31,123	\$54,732	\$137,746
13	1.1381	\$21,032	\$31,378	\$31,434	\$55,279	\$139,124
14	1.1495	\$21,242	\$31,692	\$31,748	\$55,832	\$140,515
15	1.1610	\$21,455	\$32,009	\$32,066	\$56,391	\$141,920
16	1.1726	\$21,669	\$32,329	\$32,387	\$56,954	\$143,340
17	1.1843	\$21,886	\$32,652	\$32,710	\$57,524	\$144,773
18	1.1961	\$22,105	\$32,979	\$33,038	\$58,099	\$146,221
19	1.2081	\$22,326	\$33,309	\$33,368	\$58,680	\$147,683
20	1.2202	\$22,549	\$33,642	\$33,702	\$59,267	\$149,160
21	1.2324	\$22,775	\$33,978	\$34,039	\$59,860	\$150,651
22	1.2447	\$23,002	\$34,318	\$34,379	\$60,458	\$152,158
Total		\$530,677	\$791,737	\$793,144	\$1,394,808	\$3,510,367

Source: ARTS



### **Georgia Local and State Rural Transit Funds**

Georgia Transit State and Local transit funds (for rural transit services in Columbia and Richmond counties) were based on FTA 5311 grants and the ARTS 2015-2018 TIP. FTA 5311 grant funds are apportioned to operating or capital costs. Table 49 presents Georgia State and Local Funds – Rural Transit Services.

#### **Assumptions Year 2015-2018:**

- GA State and Local Match Rural Transit FTA 5311 Capital Richmond County = \$9,240 from 2015-2018 TIP.
- GA Local Match Rural Transit FTA 5311 Operating Richmond County = \$110,284 from 2015-2018 TIP.
- GA State and Local Match Rural Transit FTA 5311 Capital Columbia County = \$13,810 from 2015-2018 TIP.
- GA Rural Transit FTA 5311 Operating Supplement Columbia County = \$194,288 from 2015-2018 TIP.
- No inflation factor applied during years 2015-2018 (TIP period).

#### **Assumptions Year 2019-2020:**

- GA State and Local FTA 5311 Capital Rural Richmond County requires a 20% Match to Federal 5311 Capital Grant (10% state and 10% local).
- GA State and Local FTA 5311 Operating Rural Richmond County requires a 50% Match to Federal 5311 Operating Grant (25% state and 25% local).
- GA State and Local FTA 5311 Capital Rural Columbia County requires a 20% Match to Federal 5311 Capital Grant (10% state and 10% local).
- GA Supplement FTA 5311 Operating Rural Columbia County requires a 50% Match to Federal 5311 Operating Grant.
- Inflation @ 1% per year applied to the GA Federal amounts only.

**Table 49: Year-on-Year Transit Funding State and Local Estimates for Georgia (Rural Transit)**

n	F/P	FTA Section 5311 State Capital Rural Richmond County	FTA Section 5311 Local Capital Rural Richmond County	FTA 5311 State Operating Rural Richmond County	FTA 5311 Local Operating Rural Richmond County	FTA 5311 State Capital Rural Columbia County	FTA 5311 Local Capital Rural Columbia County	FTA 5311 Operating Supplement Rural Columbia County	Total	Year
Base Year FY 2015 to 2018	1.0000	\$9,240	\$9,240	na	\$110,284	\$13,810	\$13,810	\$194,288	\$350,672	2015 to 2018
1	1.0100	\$2,333	\$2,333	\$13,923	\$13,923	\$3,487	\$3,487	\$49,058	\$88,545	2019
2	1.0201	\$2,356	\$2,356	\$14,063	\$14,063	\$3,522	\$3,522	\$49,548	\$89,430	2020
3	1.0303	\$2,380	\$2,380	\$14,203	\$14,203	\$3,557	\$3,557	\$50,044	\$90,324	2021
4	1.0406	\$2,404	\$2,404	\$14,345	\$14,345	\$3,593	\$3,593	\$50,544	\$91,228	2022
5	1.0510	\$2,428	\$2,428	\$14,489	\$14,489	\$3,629	\$3,629	\$51,050	\$92,140	2023
6	1.0615	\$2,452	\$2,452	\$14,634	\$14,634	\$3,665	\$3,665	\$51,560	\$93,061	2024
7	1.0721	\$2,477	\$2,477	\$14,780	\$14,780	\$3,702	\$3,702	\$52,076	\$93,992	2025
8	1.0829	\$2,501	\$2,501	\$14,928	\$14,928	\$3,739	\$3,739	\$52,597	\$94,932	2026
9	1.0937	\$2,526	\$2,526	\$15,077	\$15,077	\$3,776	\$3,776	\$53,122	\$95,881	2027
10	1.1046	\$2,552	\$2,552	\$15,228	\$15,228	\$3,814	\$3,814	\$53,654	\$96,840	2028
11	1.1157	\$2,577	\$2,577	\$15,380	\$15,380	\$3,852	\$3,852	\$54,190	\$97,808	2029
12	1.1268	\$2,603	\$2,603	\$15,534	\$15,534	\$3,890	\$3,890	\$54,732	\$98,786	2030
13	1.1381	\$2,629	\$2,629	\$15,689	\$15,689	\$3,929	\$3,929	\$55,279	\$99,774	2031
14	1.1495	\$2,655	\$2,655	\$15,846	\$15,846	\$3,969	\$3,969	\$55,832	\$100,772	2032
15	1.1610	\$2,682	\$2,682	\$16,005	\$16,005	\$4,008	\$4,008	\$56,391	\$101,780	2033
16	1.1726	\$2,709	\$2,709	\$16,165	\$16,165	\$4,048	\$4,048	\$56,954	\$102,798	2034
17	1.1843	\$2,736	\$2,736	\$16,326	\$16,326	\$4,089	\$4,089	\$57,524	\$103,826	2035
18	1.1961	\$2,763	\$2,763	\$16,489	\$16,489	\$4,130	\$4,130	\$58,099	\$104,864	2036
19	1.2081	\$2,791	\$2,791	\$16,654	\$16,654	\$4,171	\$4,171	\$58,680	\$105,912	2037
20	1.2202	\$2,819	\$2,819	\$16,821	\$16,821	\$4,213	\$4,213	\$59,267	\$106,972	2038
21	1.2324	\$2,847	\$2,847	\$16,989	\$16,989	\$4,255	\$4,255	\$59,860	\$108,041	2039
22	1.2447	\$2,875	\$2,875	\$17,159	\$17,159	\$4,297	\$4,297	\$60,458	\$109,122	2040
Total		\$66,335	\$66,335	\$340,727	\$451,011	\$99,143	\$99,143	\$1,394,808	\$2,517,501	

Source: ARTS

A summary table of Federal, State and Local funds for Capital and Operating costs is presented in Table 50.

**Table 50: Year-on-Year Funding Federal, State and Local Estimates for Georgia (Summary)**

n	F/P	Urbanized Area			Rural			Grand Total	Year
		GA Federal Transit	Total State & Local Transit	Total	GA Federal Rural transit	Total State & Local Transit	Total		
Base Year FY 2015 to 2018	1.0000	\$8,173,067	\$1,817,107	\$9,990,174	\$488,972	\$350,672	\$839,644	\$10,829,818	2015 to 2018
1	1.0100	\$2,227,260	\$556,815	\$2,784,075	\$123,465	\$88,545	\$212,010	\$2,996,085	2019
2	1.0201	\$2,249,533	\$562,383	\$2,811,916	\$124,700	\$89,430	\$214,130	\$3,026,046	2020
3	1.0303	\$2,272,028	\$568,007	\$2,840,035	\$125,947	\$90,324	\$216,272	\$3,056,307	2021
4	1.0406	\$2,294,748	\$573,687	\$2,868,435	\$127,207	\$91,228	\$218,434	\$3,086,870	2022
5	1.0510	\$2,317,696	\$579,424	\$2,897,120	\$128,479	\$92,140	\$220,619	\$3,117,738	2023
6	1.0615	\$2,340,873	\$585,218	\$2,926,091	\$129,763	\$93,061	\$222,825	\$3,148,916	2024
7	1.0721	\$2,364,281	\$591,070	\$2,955,352	\$131,061	\$93,992	\$225,053	\$3,180,405	2025
8	1.0829	\$2,387,924	\$596,981	\$2,984,905	\$132,372	\$94,932	\$227,304	\$3,212,209	2026
9	1.0937	\$2,411,804	\$602,951	\$3,014,754	\$133,695	\$95,881	\$229,577	\$3,244,331	2027
10	1.1046	\$2,435,922	\$608,980	\$3,044,902	\$135,032	\$96,840	\$231,872	\$3,276,774	2028
11	1.1157	\$2,460,281	\$615,070	\$3,075,351	\$136,383	\$97,808	\$234,191	\$3,309,542	2029
12	1.1268	\$2,484,884	\$621,221	\$3,106,104	\$137,746	\$98,786	\$236,533	\$3,342,637	2030
13	1.1381	\$2,509,732	\$627,433	\$3,137,166	\$139,124	\$99,774	\$238,898	\$3,376,064	2031
14	1.1495	\$2,534,830	\$633,707	\$3,168,537	\$140,515	\$100,772	\$241,287	\$3,409,824	2032
15	1.1610	\$2,560,178	\$640,045	\$3,200,223	\$141,920	\$101,780	\$243,700	\$3,443,923	2033
16	1.1726	\$2,585,780	\$646,445	\$3,232,225	\$143,340	\$102,798	\$246,137	\$3,478,362	2034
17	1.1843	\$2,611,638	\$652,909	\$3,264,547	\$144,773	\$103,826	\$248,599	\$3,513,146	2035
18	1.1961	\$2,637,754	\$659,438	\$3,297,192	\$146,221	\$104,864	\$251,085	\$3,548,277	2036
19	1.2081	\$2,664,132	\$666,033	\$3,330,164	\$147,683	\$105,912	\$253,595	\$3,583,760	2037
20	1.2202	\$2,690,773	\$672,693	\$3,363,466	\$149,160	\$106,972	\$256,131	\$3,619,597	2038
21	1.2324	\$2,717,681	\$679,420	\$3,397,101	\$150,651	\$108,041	\$258,693	\$3,655,793	2039
22	1.2447	\$2,744,857	\$686,214	\$3,431,072	\$152,158	\$109,122	\$261,280	\$3,692,351	2040
Total		\$62,677,654	\$15,443,254	\$78,120,907	\$3,510,367	\$2,517,501	\$6,027,868	\$84,148,775	

Source: ARTS

## **7.11 Projected Federal, State and Local Revenues Transit – South Carolina**

### **South Carolina Federal Transit Funds**

Estimates of South Carolina Federal and State Transit funds (available to transit services provided by Best Friend Express (BFE), and Lower Savannah Council of Governments (LSCOG)) were based on the ARTS 2015-2018 TIP (see Table 51).

#### **Assumptions FY 2015-2018**

- SC Federal Transit 5303 Planning = \$192,000 from 2015-2018 TIP.
- SC Federal Transit FTA 5307 Operating = \$1,535,000.
- SC Federal Transit FTA 5307 Capital = \$2,618,000 from 2015-2018 TIP.
- SC Federal Transit FTA 5307 Planning = \$115,000.
- SC Federal Transit FTA 5310 Capital = \$480,000.
- SC Federal Transit FTA 5310 Operating (Aiken Council on Aging) = \$60,000 per year \* 4 = \$240,000.
- SC Federal Transit FTA 5311 Operating (Aiken Council on Aging) = \$400,000 per year \* 4 = \$1,600,000.
- No inflation factor applied during years 2015-2018 (TIP period).

#### **Assumptions FY 2019-2040**

- SC Federal Transit 5303 Planning = \$48,000 per year.
- SC Federal Transit FTA 5307 Operating = \$266,000 per year.
- SC Federal Transit FTA 5307 Capital = \$474,000 per year, less \$150,000 every third year from 2021.
- SC Federal Transit FTA 5307 Planning = \$150,000 every third year from 2021.
- SC Federal Transit FTA 5310 Operating (Aiken Council on Aging) = \$60,000 per year.
- SC Federal Transit FTA 5311 Operating (Aiken Council on Aging) = \$400,000 per year.
- Inflation @ 1% per year applied to the SC Federal amounts only.

**Table 51: Year-on-Year Transit Funding Federal Estimates for South Carolina**

n	F/P	FTA Section 5303 Planning	FTA Section 5307 Operating	FTA Section 5307 Capital	FTA Section 5307 Planning	FTA Section 5310 Capital	FTA Section 5310 Operating	Total SC Federal Transit	Year
Base Year FY 2015 to 2018	1.0000	\$192,000	\$1,535,000	\$2,618,000	\$115,000	\$480,000	\$0	\$4,940,000	2015 to 2018
1	1.0100	\$48,480	\$268,660	\$478,740	\$0	\$80,800	\$0	\$876,680	2019
2	1.0201	\$48,965	\$271,347	\$483,527	\$0	\$81,608	\$0	\$885,447	2020
3	1.0303	\$49,454	\$274,060	\$488,363	\$0	\$82,424	\$0	\$894,301	2021
4	1.0406	\$49,949	\$276,801	\$493,246	\$0	\$83,248	\$0	\$903,244	2022
5	1.0510	\$50,448	\$279,569	\$498,179	\$0	\$84,081	\$0	\$912,277	2023
6	1.0615	\$50,953	\$282,364	\$503,161	\$0	\$84,922	\$0	\$921,399	2024
7	1.0721	\$51,462	\$285,188	\$508,192	\$0	\$85,771	\$0	\$930,613	2025
8	1.0829	\$51,977	\$288,040	\$513,274	\$0	\$86,629	\$0	\$939,920	2026
9	1.0937	\$52,497	\$290,920	\$518,407	\$0	\$87,495	\$0	\$949,319	2027
10	1.1046	\$53,022	\$293,829	\$523,591	\$0	\$88,370	\$0	\$958,812	2028
11	1.1157	\$53,552	\$296,768	\$528,827	\$0	\$89,253	\$0	\$968,400	2029
12	1.1268	\$54,088	\$299,735	\$534,115	\$0	\$90,146	\$0	\$978,084	2030
13	1.1381	\$54,628	\$302,733	\$539,456	\$0	\$91,047	\$0	\$987,865	2031
14	1.1495	\$55,175	\$305,760	\$544,851	\$0	\$91,958	\$0	\$997,744	2032
15	1.1610	\$55,727	\$308,818	\$550,299	\$0	\$92,878	\$0	\$1,007,721	2033
16	1.1726	\$56,284	\$311,906	\$555,802	\$0	\$93,806	\$0	\$1,017,798	2034
17	1.1843	\$56,847	\$315,025	\$561,360	\$0	\$94,744	\$0	\$1,027,976	2035
18	1.1961	\$57,415	\$318,175	\$566,974	\$0	\$95,692	\$0	\$1,038,256	2036
19	1.2081	\$57,989	\$321,357	\$572,644	\$0	\$96,649	\$0	\$1,048,639	2037
20	1.2202	\$58,569	\$324,571	\$578,370	\$0	\$97,615	\$0	\$1,059,125	2038
21	1.2324	\$59,155	\$327,816	\$584,154	\$0	\$98,591	\$0	\$1,069,716	2039
22	1.2447	\$59,746	\$331,094	\$589,995	\$0	\$99,577	\$0	\$1,080,413	2040
Total		\$1,378,382	\$8,109,536	\$14,333,527	\$115,000	\$2,457,304	\$0	\$26,393,750	

Source: ARTS

## South Carolina Local Transit Funds

Estimates of South Carolina Local Transit funds (see [Table 52](#)) provided by LSCOG and SCDOT.

### Assumptions FY 2015-2018

- SC Federal Transit 5303 Local Match = \$48,000 from 2015-2018 TIP.
- SC Federal Transit FTA 5307 Local Match = \$2,221,000.
- SC Federal Transit FTA 5310 Local Match = \$120,000.
- SC Federal Transit FTA 5310 Local Match (Aiken Council on Aging) = \$15,000 per year \* 4 = \$60,000.
- SC Federal Transit FTS 5311 Local Match (Aiken Council on Aging) = \$90,000 per year \* 4 = \$360,000.
- No State Mass Transit Funds (SMTF) are received towards contribute to Local Match.
- No inflation factor applied during years 2015-2018.

### Assumptions FY 2019-2040

- SC Federal Transit 5303 Local Match = \$12,000 per year.
- SC Federal Transit 5307 Local Match = \$385,000 per year.
- SC Federal Transit 5310 Local Match = \$20,000 per year.
- SC Federal Transit FTA 5310 Local Match (Aiken Council on Aging) = \$15,000 per year.
- SC Federal Transit FTS 5311 Local Match (Aiken Council on Aging) = \$90,000 per year.
- No State Mass Transit Funds (SMTF) are received to contribute towards Local Match.
- Inflation @ 1% per year applied to the SC Federal amounts only.

**Table 52: Year-on-Year Transit Funding State and Local Estimates for South Carolina**

n	F/P	FTA 5303 Planning Local Match	FTA 5307 Local Match	FTA 5310 Local Match	ACOA Local Match	ACOA 5303 Local Match	SC Transit State & Local	Total SC Federal Transit	Grand Total	Year
Base Year FY 2015 to 2018	1.0000	\$48,000	\$2,221,000	\$120,000	\$360,000	\$48,000	\$2,797,000	\$4,940,000	\$7,737,000	2015 to 2018
1	1.0100	\$12,120	\$388,850	\$20,200	\$90,900	\$12,120	\$524,190	\$876,680	\$1,400,870	2019
2	1.0201	\$12,241	\$392,739	\$20,402	\$91,809	\$12,241	\$529,432	\$885,447	\$1,414,879	2020
3	1.0303	\$12,364	\$396,666	\$20,606	\$92,727	\$12,364	\$534,726	\$894,301	\$1,429,027	2021
4	1.0406	\$12,487	\$400,633	\$20,812	\$93,654	\$12,487	\$540,073	\$903,244	\$1,443,318	2022
5	1.0510	\$12,612	\$404,639	\$21,020	\$94,591	\$12,612	\$545,474	\$912,277	\$1,457,751	2023
6	1.0615	\$12,738	\$408,685	\$21,230	\$95,537	\$12,738	\$550,929	\$921,399	\$1,472,328	2024
7	1.0721	\$12,866	\$412,772	\$21,443	\$96,492	\$12,866	\$556,438	\$930,613	\$1,487,052	2025
8	1.0829	\$12,994	\$416,900	\$21,657	\$97,457	\$12,994	\$562,003	\$939,920	\$1,501,922	2026
9	1.0937	\$13,124	\$421,069	\$21,874	\$98,432	\$13,124	\$567,623	\$949,319	\$1,516,941	2027
10	1.1046	\$13,255	\$425,280	\$22,092	\$99,416	\$13,255	\$573,299	\$958,812	\$1,532,111	2028
11	1.1157	\$13,388	\$429,532	\$22,313	\$100,410	\$13,388	\$579,032	\$968,400	\$1,547,432	2029
12	1.1268	\$13,522	\$433,828	\$22,537	\$101,414	\$13,522	\$584,822	\$978,084	\$1,562,906	2030
13	1.1381	\$13,657	\$438,166	\$22,762	\$102,428	\$13,657	\$590,670	\$987,865	\$1,578,535	2031
14	1.1495	\$13,794	\$442,548	\$22,989	\$103,453	\$13,794	\$596,577	\$997,744	\$1,594,321	2032
15	1.1610	\$13,932	\$446,973	\$23,219	\$104,487	\$13,932	\$602,543	\$1,007,721	\$1,610,264	2033
16	1.1726	\$14,071	\$451,443	\$23,452	\$105,532	\$14,071	\$608,568	\$1,017,798	\$1,626,367	2034
17	1.1843	\$14,212	\$455,957	\$23,686	\$106,587	\$14,212	\$614,654	\$1,027,976	\$1,642,630	2035
18	1.1961	\$14,354	\$460,517	\$23,923	\$107,653	\$14,354	\$620,801	\$1,038,256	\$1,659,057	2036
19	1.2081	\$14,497	\$465,122	\$24,162	\$108,730	\$14,497	\$627,009	\$1,048,639	\$1,675,647	2037
20	1.2202	\$14,642	\$469,773	\$24,404	\$109,817	\$14,642	\$633,279	\$1,059,125	\$1,692,404	2038
21	1.2324	\$14,789	\$474,471	\$24,648	\$110,915	\$14,789	\$639,611	\$1,069,716	\$1,709,328	2039
22	1.2447	\$14,937	\$479,216	\$24,894	\$112,024	\$14,937	\$646,008	\$1,080,413	\$1,726,421	2040
Total		\$344,596	\$11,736,776	\$614,326	\$2,584,467	\$344,596	\$15,624,761	\$26,393,750	\$42,018,511	

Source: ARTS



## 7.12 Projected Federal, State and Local Year-of-Expenditure Revenues – Georgia & South Carolina

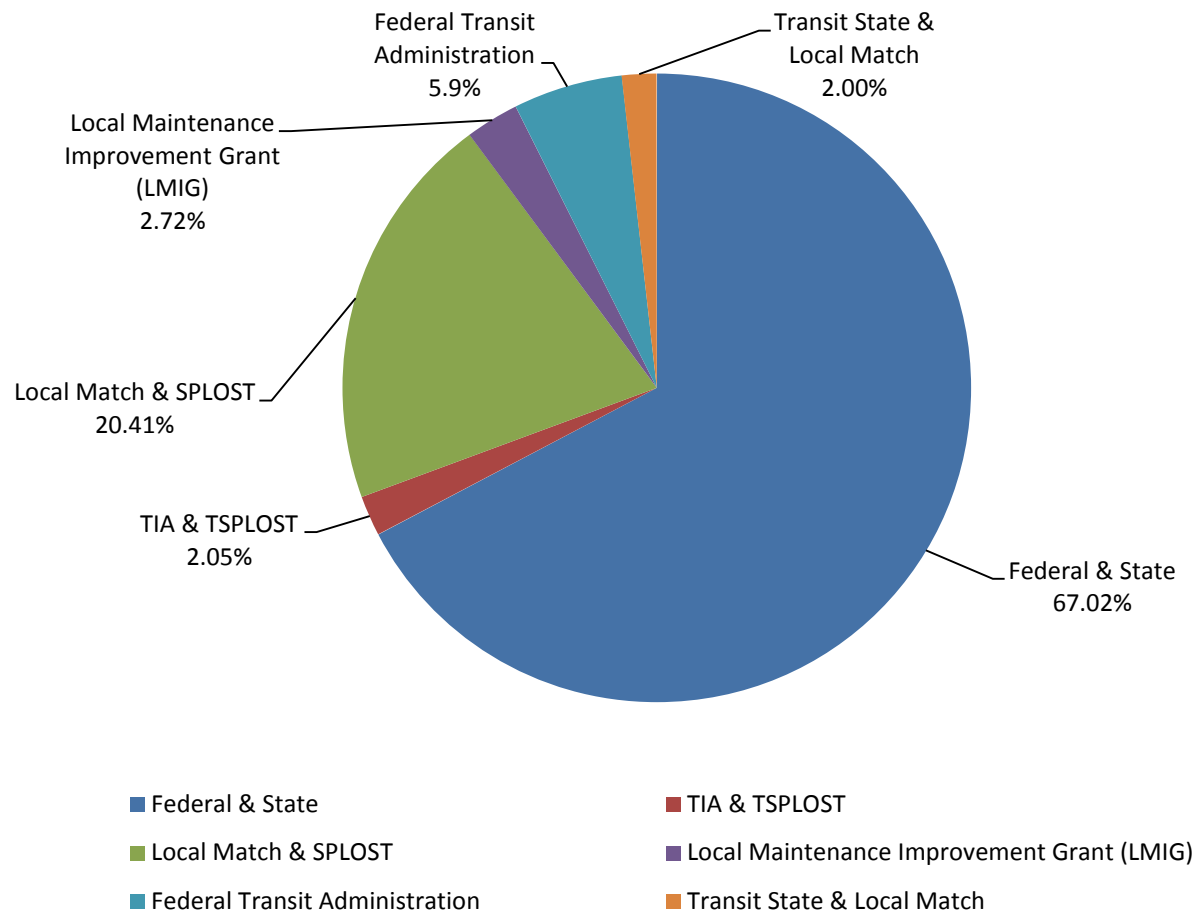
Presented in [Table 53](#), the total Year-of-Expenditure (YOE) revenues for the ARTS Transportation Vision 2040 LRTP are forecasted at \$1.87 billion. GDOT and SCDOT provided projected federal and state revenue dollars available to the year 2040. Federal and local transit revenue estimates were produced in cooperation with Columbia, Richmond and Aiken County governments, as well as staff from Aiken Area Council on Aging (AAOA), Augusta Public (APT) Transit and Best Friend Express (BFE). [Figure 65](#) illustrates projected Year-of-expenditure revenues by funding source.

**Table 53: Projected Year-of-Expenditure Revenues (2015-2040)**

Revenue Source	Georgia	South Carolina	Total	% of Total
Federal & State	\$1,110,685,838	\$157,703,960	\$1,267,474,798	67.0%
TIA & TSPLOST	\$38,774,367	na	\$38,774,367	2.0%
Local Match & SPLOST	\$277,671,460	\$108,646,438	\$386,317,898	20.4%
Local Maintenance Improvement Grant (LMIG)	\$51,528,362	na	\$51,528,362	2.7%
Federal Transit Administration (Urbanized Areas)	\$69,042,583	\$39,603,249	\$108,645,832	5.7%
Federal Transit Administration (Rural Areas)	\$3,510,367	na	\$3,510,367	0.2%
Transit State & Local Augusta Public Transit (Urbanized Areas)	\$17,034,486	na	\$17,034,486	0.9%
Transit State & Local Augusta Public Transit (Rural Areas)	\$2,517,501	na	\$2,517,501	0.1%
Transit Local Best Friend Express/Aiken Area Council on Aging/LSCOG	na	\$15,710,910	\$15,710,910	0.8%
Total Year-of-Expenditure Dollars	\$1,570,764,964	\$321,664,557	\$1,891,514,521	100.0%

Source: ARTS

**Figure 65: Projected Year-of-Expenditure Revenues by Funding Source**



Source: GDOT, SCDOT, Aiken County, Columbia County, Richmond County, Augusta Public Transit, Aiken Area Council on Aging, Best Friend Express and ARTS Staff

Figure 65 indicates that 67% of the projects and programs in the Transportation Vision 2040 LRTP are reasonably expected to be funded through federal and state funding sources. Local match funding (i.e., non-Public Transit) will account for 20%, followed by Federal Transit Administration at 6%. Local transit agencies in Georgia and South Carolina will be responsible for 2% of Year-of-Expenditure revenues.

## Year-of-Expenditure Dollars

As stated earlier, Federal planning regulations require that the financial plan presented in LRTPs be financially constrained. Projects contained in the LRTP will at some future point in time require a financial disbursement. Estimating the dollar amounts that will be required to meet these anticipated future disbursements requires cost estimates to reflect YOE dollars. Simply put, YOE dollars are dollars that are adjusted for inflation from the present (i.e., 2015) to the expected year of the task or activity that requires a disbursement, e.g., preliminary engineering, Right-of-Way (ROW) acquisition, or construction. Guidance received from GDOT and SCDOT require MPOs to apply YOE in preparing cost estimates for highway, transit and other transportation projects. Guidance received from SCDOT recommended a 3% annual inflation rate be applied to estimate highway construction costs and 1% for transit improvements. GDOT recommended a 1% inflation rate to estimate highway construction costs and transit improvements.

Evaluating the projects that require funding “tiers,” such as time bands, have been developed. Establishing these time bands enables: 1) a prioritization of projects, i.e., Tier 1 projects take preference over Tier 2 projects; 2) an average inflation rate can be applied to all projects within a specific tier; and 3) greater flexibility is allowed in the start and end dates of projects within each tier. Three (3) tiers were developed for the Transportation Vision 2040 LRTP update, namely;

Tier 1 – FY 2015 to FY 2018 (4 years or short term and corresponds to the TIP 2015-2018)

Tier 2 – FY 2019 to FY 2029 (11 years or medium-term)

Tier 3 – FY 2030 to FY 2040 (11 years or long term)

An inflationary factor is not applied to projects in *Tier 1*, the current TIP period. These projects are already financially constrained by ARTS through consultation with GDOT and SCDOT. However, an average inflation factor is applied to project cost estimates in Tier 2 and Tier 3 as shown in [Table 54](#). The average inflation factor is the average of all annual inflation factors in a particular tier. [Appendix E](#) presents how the inflation factors were obtained.

**Table 54:** *Inflation Factors According to Tier*

Tier	Inflation Factor GA Projects	Inflation Factor SC Projects
Tier 1 – FY 2015 to FY 2018	N/A	N/A
Tier 2 – FY 2019 to FY 2029	1.06	1.2
Tier 3 – FY 2030 to FY 2040	1.18	1.66

Source: ARTS

### Cost Estimation for Georgia Projects

Federal planning regulations require that all project cost estimates include the cost of the total project inclusive of preliminary design, Right-of-Way acquisition and construction; as well as account for inflation. Cost estimation for roadway projects in Columbia and Richmond counties is developed using GDOT's Cost Estimation System Tool (CES), ROW, and Utility Estimation Tool (RUCEST). RUCEST calculates costs relating to utility relocation and ROW acquisition as a result of projects relating to bridge widening, adding turn lanes, etc. Whereas, CES estimates construction costs resulting from projects relating to road widening, adding turn lanes, new or widened bridges, etc. Cost estimates contained in RUCEST and CES originate from historical bid data for Georgia based projects funded wholly or partially from federal, state and county funds. RUCEST and CES estimates include a GDOT recommended 30% contingency factor for projects in urbanized areas. Contingency factors account for project risk and uncertainty and are standard practice in project cost estimation. Updated on a quarterly basis, the planning-level cost estimates are current and accurate.

### Cost Estimation for South Carolina Projects

Cost estimation for roadway projects in Aiken and Edgefield counties were developed using historical cost per mile for similar projects in South Carolina. Similar to the process in Georgia, all historical bid data for roadway projects in South Carolina funded wholly or partially from federal, state and county funds are used to produce cost estimates. All SCDOT cost estimates include a 30% contingency factor. Contingency factors account for project risk and uncertainty and are standard practice in project cost estimation. As a continuous process, cost estimates are current and accurate.

## **7.13 Projected Expenditures**

Table 55 presents the planning level cost estimates in YOE dollars for the Transportation Vision 2040 LRTP projects according to the three constrained tiers. Tier 1 amounts (2015-2018) are currently programmed dollars identified in the 2015-2018 TIP. Tiers 2 and 3 are expenditures financially constrained to the projected revenue.

**Table 55: Year-of-Expenditures by Tier and State**

Georgia		Year-of-Expenditure Dollars	Revenues – Expenditures Remaining Revenues
Time Period/Tier	Projected Revenues		
FY 2015 to FY 2018	\$245,069,185	\$137,036,837	\$108,032,348
FY 2019 to FY 2029	\$632,148,697	\$563,210,172	\$68,938,525
FY 2030 to FY 2040	\$693,547,080	\$577,840,196	\$115,706,884
Total	\$1,570,764,962	\$1,278,087,205	\$292,677,757
South Carolina		Year-of-Expenditure Dollars	Revenues – Expenditures Remaining Revenues
Time Period/Tier	Projected Revenues		
FY 2015 to FY 2018	\$75,356,742	\$70,048,760	\$5,307,982
FY 2019 to FY 2029	\$112,382,758	\$108,634,562	\$3,748,196
FY 2030 to FY 2040	\$133,925,058	\$131,158,521	\$2,766,537
Total	\$321,664,558	\$309,841,843	\$11,822,715
Total ARTS	\$1,892,429,520	\$1,587,929,047	\$304,500,473

Source: GDOT, SCDOT, Aiken County, Columbia County, Richmond County, Augusta Public Transit, Aiken Area Council on Aging, Best Friend Express and ARTS Staff.

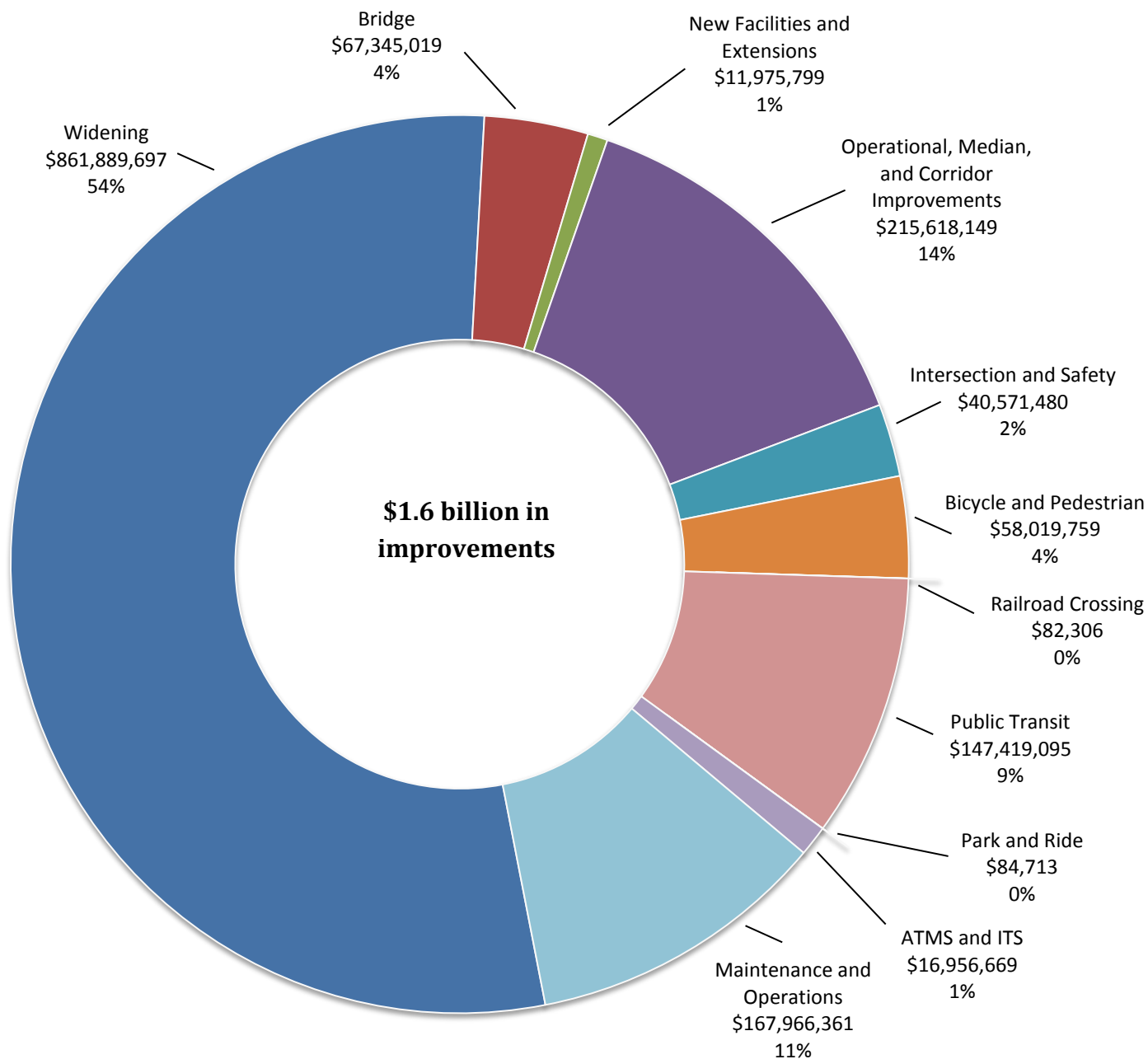
### 7.13.1 Expenditures by Improvement Type

Approximately \$1.62 billion of improvements have been identified in the ARTS Transportation Vision 2040 LRTP update. This total amount accounts for all multimodal projects that are programmed in the LRTP. *Figure 66* shows a breakdown of the improvements by project type. The majority of projects deal with roadway capacity improvements, accounting for over half of the project costs (58%). Although substantial investments in capacity improvements are proposed in response to increased roadway congestion, project costs also accommodate multimodal pedestrian and bicycle improvements. Pedestrian and bicycle improvements are included by default in many roadway capacity improvements. Both states, GA and SC require bicycle and pedestrian facilities on applicable roadways and the 2012 Bicycle and Pedestrian Plan serves as a recommended guide for additional multimodal improvements on all roadway projects.

The second largest expenditures come from operational, median, and corridor improvements, accounting for 14% of the total amount. These projects tackle congestion by increasing roadway efficiency and traffic safety. Maintenance and operations makes up 11% of the total. Maintaining the quality of the current multimodal transportation network is an important Transportation Vision 2040 objective and was an issue frequently talked about by citizens at

community meetings. The summary of projects for each tier for both South Carolina and Georgia can be found in [Tables 56](#) and [57](#).

**Figure 66: Total Projected Expenditures by Improvement Type (GA. and SC.)**



**Table 56: Georgia Total Projected Expenditures by Improvement Type**

Georgia Expenditures Expenditures by Type	Tier 1 #	%	Tier 2 #	%	Tier 3 #	%	Total #	%
Widening	\$52,597,221	38%	\$331,940,486	59%	\$353,162,427	61%	\$737,700,134	58%
Bridges	\$2,715,640	2%	\$29,132,043	5%		0%	\$31,847,683	3%
New Facilities and Extensions	\$0	0%	\$0	0%	\$0	0%	\$0	0%
Operational, Median, and Corridor Improvements	\$16,780,340	12%	\$74,479,838	13%	\$85,056,150	15%	\$176,316,328	14%
Intersection and Safety	\$6,292,127	5%	\$10,562,523	2%	\$0	0%	\$16,854,650	1%
Bicycle and Pedestrian	\$2,101,030	2%	\$20,976,023	4%	\$20,096,430	4%	\$43,173,483	3%
Railroad Crossings	\$0	0%	\$53,249	0%	\$0	0%	\$53,249	0%
Public Transit	\$18,785,979	14%	\$34,655,222	6%	\$38,663,735	7%	\$92,104,936	7%
Park and Ride Facilities	\$0	0%	\$0	0%	\$84,713	0%	\$84,713	0%
ATMS and ITS	\$0	0%	\$4,953,158	1%	\$12,003,510	2%	\$16,956,669	1%
Maintenance and Operations	\$37,764,500	28%	\$56,457,630	10%	\$68,773,231	12%	\$162,995,361	13%
<b>Total</b>	<b>\$137,036,837</b>	<b>100%</b>	<b>\$563,210,172</b>	<b>100%</b>	<b>\$577,840,196</b>	<b>100%</b>	<b>\$1,278,087,205</b>	<b>100%</b>

Source: ARTS

**Table 57: South Carolina Total Projected Expenditures by Improvement Type**

South Carolina Expenditures Expenditures by Type	Tier 1 #	%	Tier 2 #	%	Tier 3 #	%	Total #	%
Widening	\$21,265,000	30%	\$34,646,705	32%	\$68,277,859	12%	\$124,189,563	40%
Bridges	\$8,421,000	12%	\$27,076,336	25%		0%	\$35,497,336	12%
New Facilities and Extensions		0%		0%	\$11,975,799	2%	\$11,975,799	4%
Operational, Median, and Corridor Improvements	\$18,920,000	27%	\$17,687,541	16%	\$2,694,280	1%	\$39,301,821	13%
Intersection and Safety	\$5,677,000	8%	\$4,701,043	4%	\$13,338,787	2%	\$23,716,831	8%
Bicycle and Pedestrian	\$1,205,760	2%	\$2,881,248	3%	\$10,759,268	2%	\$14,846,276	5%
Railroad Crossings		0%	\$29,057	0%		0%	\$29,057	0%
Pulic Transit	\$9,589,000	14%	\$21,612,631	20%	\$24,112,528	4%	\$55,314,159	18%
Park and Ride Facilities		0%		0%		0%	\$0	0%
ATMS and ITS		0%		0%		0%	\$0	0%
Maintenance and Operations	\$4,971,000	7%		0%		0%	\$4,971,000	2%
<b>Total</b>	<b>\$70,048,760</b>	<b>100%</b>	<b>\$108,634,562</b>	<b>100%</b>	<b>\$131,158,521</b>	<b>22.70%</b>	<b>\$309,841,843</b>	<b>100%</b>

Source: ARTS

### 7.13.2 Financially Constrained Capacity TDM Results

The capacity projects (widening, new facilities, and extensions) recommended in Tiers 1, 2, and 3 are modeled in the Travel Demand Model (TDM) in order to determine their effectiveness on improving the Level of Service (LOS) of the roadway. The level of service grades the quality of the roadway based on the amount of vehicles it handles on a daily basis (measured in volume/capacity). A LOS of D, E, or F is generally considered poor.

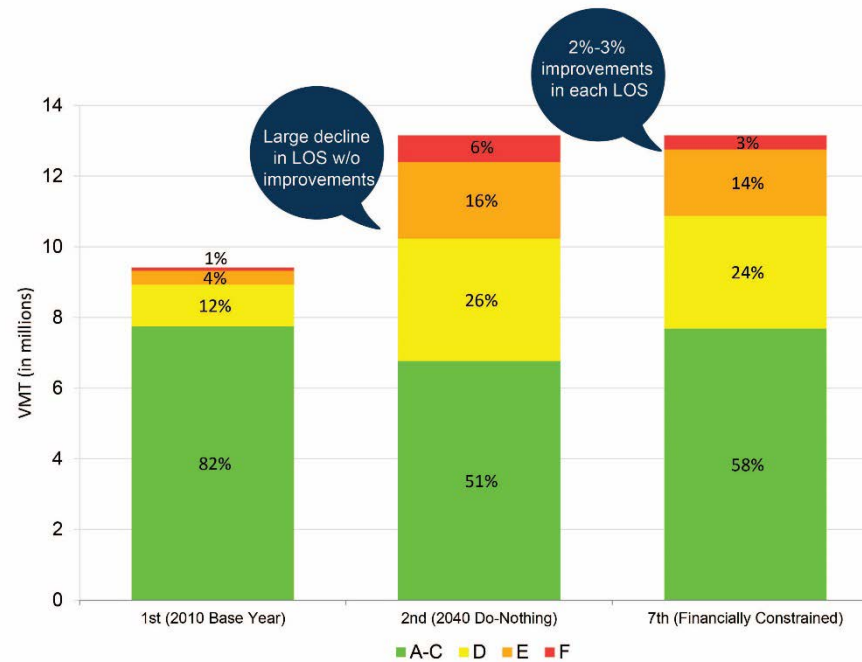
Figure 67 provides a breakdown of the LOS for the three main networks run in the TDM. The 1<sup>st</sup> network provides the 2010 existing conditions, the 2<sup>nd</sup> network showing the future conditions in 2040 if no capacity improvements are made, and the 7<sup>th</sup> network that provides the financially constrained capacity projects presented in this chapter. As shown, the financially constrained capacity projects will improve the LOS of ARTS, with approximately 7% of the vehicle miles traveled (VMT) on the network improving to LOS A-C over the “Do-Nothing” network. The 7<sup>th</sup> network LOS results are shown in Figure 70. Displayed in Table 58 is the summary of all networks. One important note is the results of 2040 Do Nothing compared to the Financially Constrained Plan. Once again, capacity projects from the plan are showing an improvement in LOS as well as decreases in vehicle hours of delay.



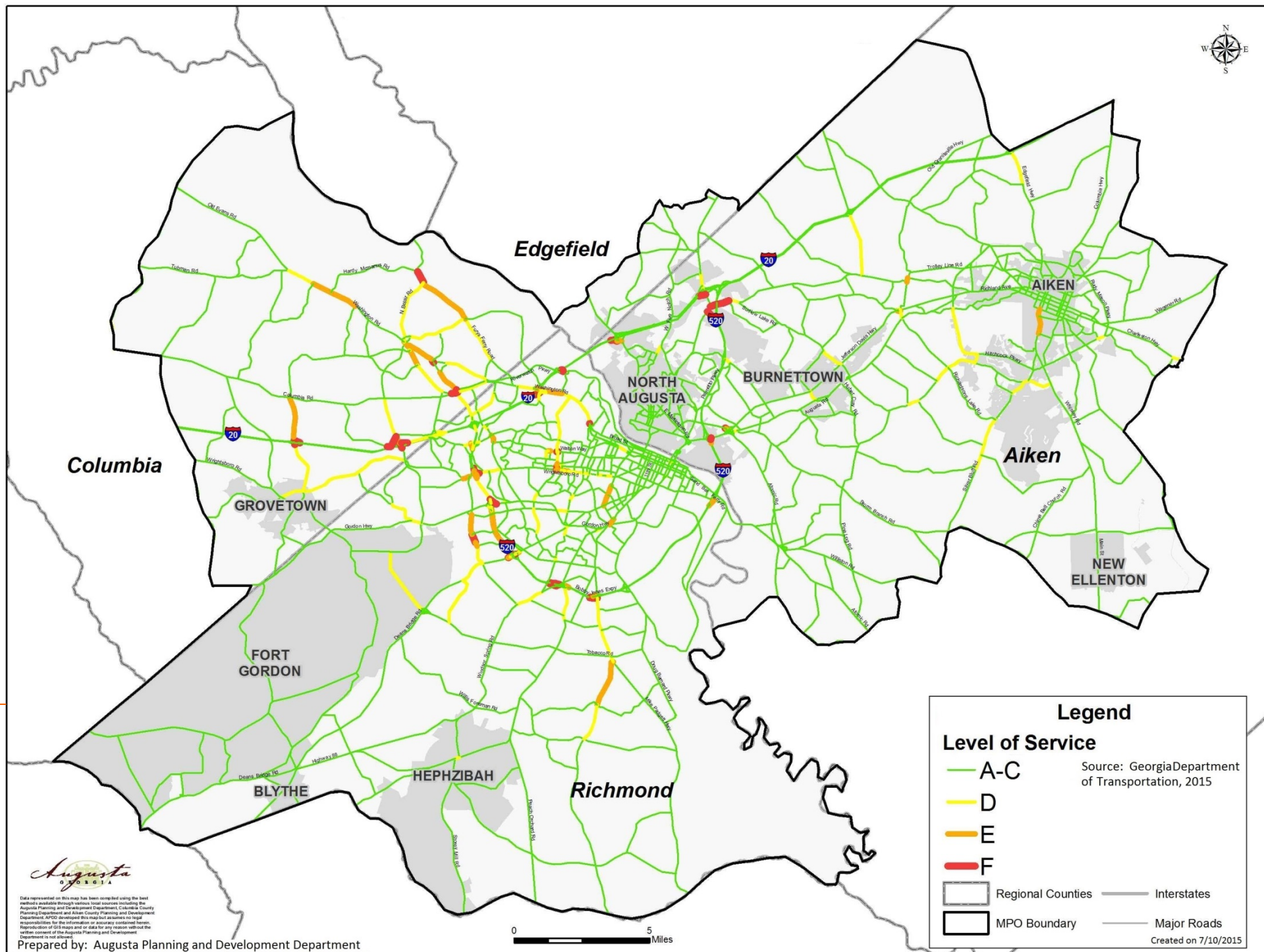
**Table 58: Summary of Results by Network**

Network	Transportation Improvement Program + additional local capacity projects													
	1st (2010 Base Year)		2nd (2040 Do-Nothing)		3rd (E+C)		4th (STIP/TIP)		5th (Remainder of programmed projects)		6th (Unconstrained)		7th (Financially Constrained)	
LOS by Vehicle Miles Traveled	#	%	#	%	#	%	#	%	#	%	#	%	#	%
A-C	7,755,549	82.4%	6,767,284	51.4%	7,020,270	53.4%	7,048,285	53.6%	7,020,270	53.4%	9,935,130	75.3%	7,686,970	58.4%
D	1,176,215	12.5%	3,466,642	26.4%	3,370,513	25.6%	3,336,360	25.4%	3,370,513	25.6%	2,162,802	16.4%	3,185,427	24.2%
E	391,248	4.2%	2,166,521	16.5%	2,224,568	16.9%	2,231,299	17.0%	2,224,568	16.9%	797,231	6.0%	1,878,140	14.3%
F	87,053	0.9%	754,456	5.7%	537,381	4.1%	535,484	4.1%	537,381	4.1%	298,505	2.3%	401,118	3.0%
Total Vehicle Miles Traveled	9,410,064		13,154,903		13,152,733		13,151,428		13,152,733		13,193,669		13,151,656	
Vehicle Hours Traveled	279,686		510,073		500,014		500,039		500,014		446,351		480,361	
Vehicle Hours of Delay	52,069		171,641		161,874		161,942		161,874		109,889		142,149	

Source: GDOT and ARTS Travel Demand Model

**Figure 67: Level of Service (LOS) by Daily Vehicle Miles Traveled (VMT)**

**Figure 68: 1st Network LOS in ARTS**



**Figure 69: 2<sup>nd</sup> Network LOS in ARTS**

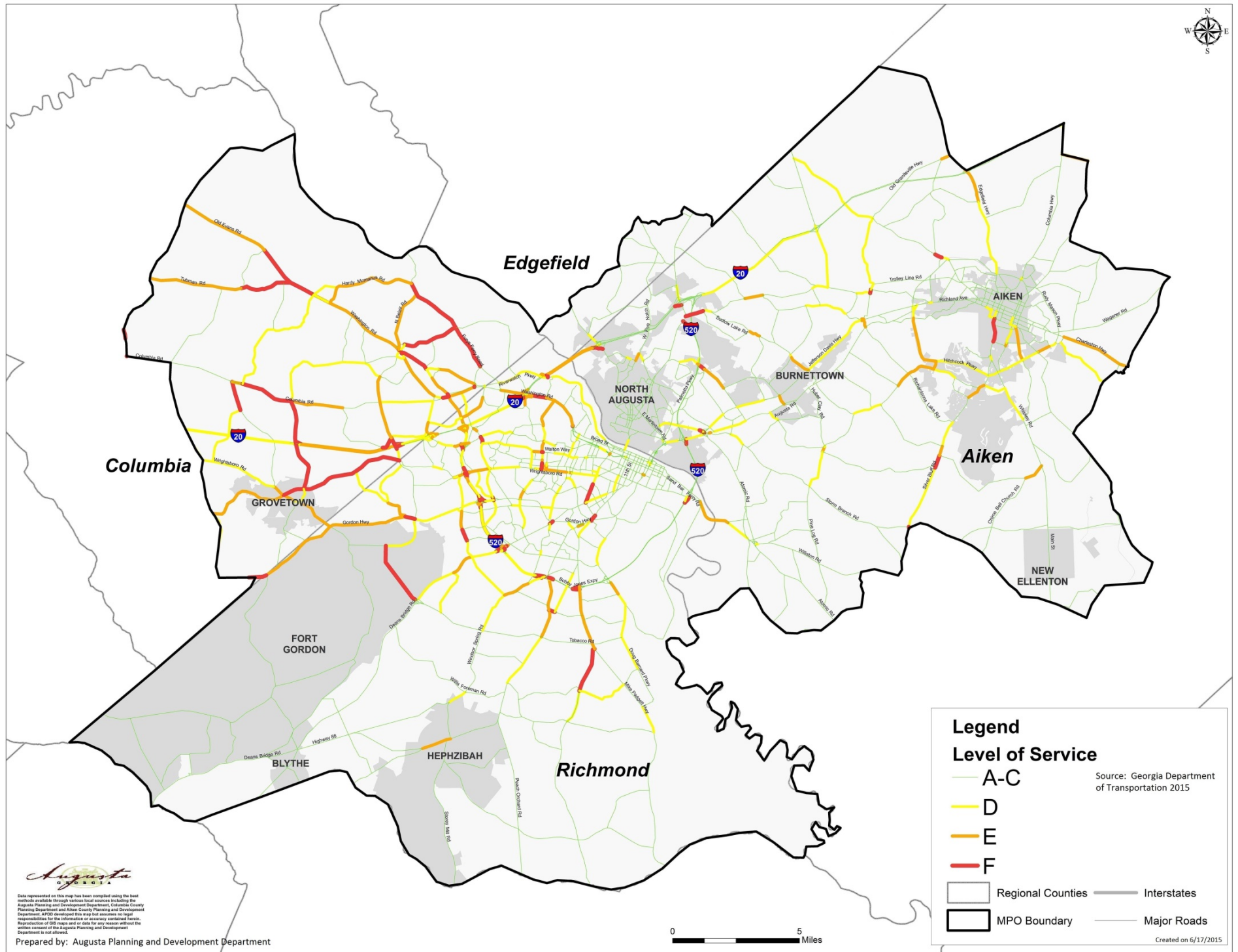
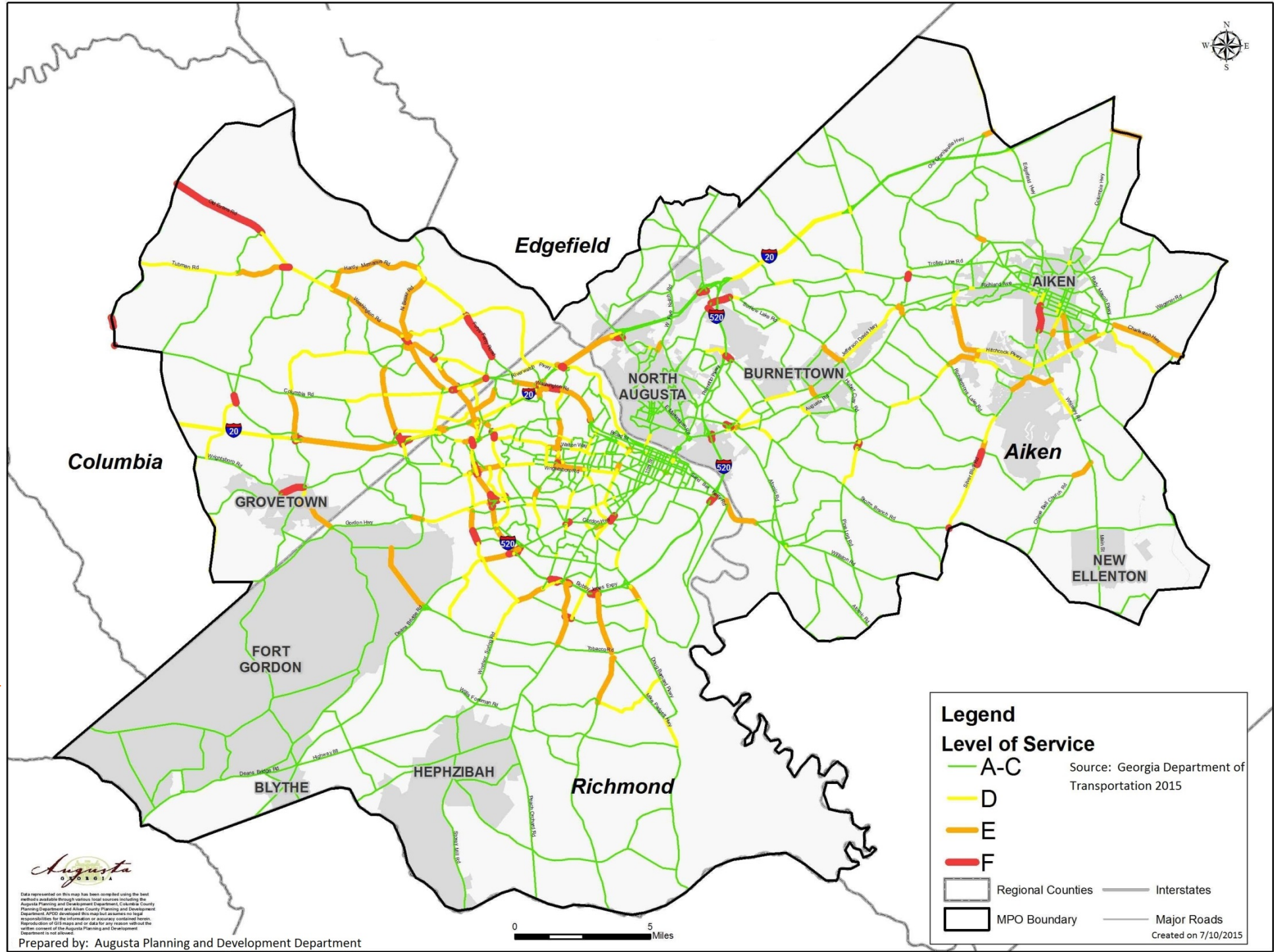




Figure 70: 7th Constrained Network Level of Service



### 7.13.3 Projected Expenditures versus Projected Revenues

Reiterating the need to present a financially constrained plan, projected planning level cost estimates for proposed transportation projects cannot exceed the amount of reasonably expected revenues from identified funding sources. *Table 59* provides the summary of revenues and expenditures in the three tiers.

**Table 59: Expenditures and Revenues by Tier and State**

Georgia			
Time Period/Tier	Projected Revenues	Year-of-Expenditure Dollars	Revenues – Expenditures Remaining Revenues
FY 2015 to FY 2018	\$245,069,185	\$137,036,837	\$108,032,348
FY 2019 to FY 2029	\$632,148,697	\$563,210,172	\$68,938,525
FY 2030 to FY 2040	\$693,547,080	\$577,840,196	\$115,706,884
Total	\$1,570,764,962	\$1,278,087,205	\$292,677,757
South Carolina			
Time Period/Tier	Projected Revenues	Year-of-Expenditure Dollars	Revenues – Expenditures Remaining Revenues
FY 2015 to FY 2018	\$75,356,742	\$70,048,760	\$5,307,982
FY 2019 to FY 2029	\$112,382,758	\$108,634,562	\$3,748,196
FY 2030 to FY 2040	\$133,925,058	\$131,158,521	\$2,766,537
Total	\$321,664,558	\$309,841,843	\$11,822,715
Total ARTS	\$1,892,429,520	\$1,587,929,047	\$304,500,473

Source: GDOT, SCDOT, Aiken County, Columbia County, Richmond County, Augusta Public Transit, Aiken Area Council on Aging, Best Friend Express and ARTS Staff.

### 7.14 Financially Constrained Plan

Prioritization of recommended projects was determined by their inclusion in the 2035 Long Range Transportation Plan, needs assessment analysis, the potential costs within the constrained budget, a mix of short-term and long-term improvements, and a variety of improvement types. Projects were also reviewed by local engineers to ensure particular needs are being met and that the implementation of a project is consistent with surrounding transportation improvements.

The ARTS Test Network Subcommittee reviewed the findings from the ARTS Travel Demand Model including a list of potential projects to meet future Level of Service capacity needs. The Subcommittee, with representation from local engineers representing each jurisdiction within the ARTS planning area, provided a technical assessment of existing long range transportation

capacity projects. They also identified new transportation improvements to meet future needs and alternatives to potential projects.

Bicycle and Pedestrian projects were initially prioritized by the 2012 Bicycle and Pedestrian Plan and then updated by regional planners. The remaining projects included the top 50 identified in the 2012 Bicycle and Pedestrian Plan to ensure implementation over the next 20 years.

Aiken County also utilizes a Project Prioritization Tool developed for the South Carolina portion of ARTS during the 2035 plan. The tool ranks projects based on criteria enacted by the South Carolina Code of Law Title 57-1-1 Highways, Bridges and Ferries, Department of Transportation, which requires Metropolitan Planning Organizations (MPOs) to follow legislative guidance on prioritizing transportation projects. The state ranking criteria includes traffic and congestion, safety, financial viability, economic development, pavement condition, truck traffic, and environmental impact. Aiken County also added Livability measures to the process. Title 57 (Act 114) is presented in Appendix I.

The multimodal transportation investments presented in the Transportation Vision 2040 LRTP update are meant to provide a well-rounded transportation system heading into the future. Limited funding is available moving into the coming years, and the constrained tiers are meant to strike a balance of various multimodal projects. The Financially Constrained Plan provides financial and project phasing detail. Planning level cost estimates, YOE dollars, and anticipated revenues are also presented. Anticipated costs and revenues are based on the best available information, which was provided by GDOT, SCDOT, and local jurisdictions. The following pages provide the final project lists for the Augusta Regional Transportation Study Transportation Vision 2040 Long Range Transportation Plan.

#### 7.14.1 Funding Priorities Tier 1 (2015-2018)/ Transportation Improvement Program

Tier 1 projects are committed projects in the 2015-2018 Transportation Improvement Program (TIP). These projects are programmed to commence preliminary engineering, ROW acquisition, or construction during the 2015-2018 planning period. As such, these projects were defined and prioritized prior to the Transportation Vision 2040 LRTP update. Tier 1 (TIP 2015-2018) projects are presented in Tables 60 and 61 and Figure 71.

**Table 60: Tier 1 (2015-2018) Program of Projects Georgia**

Georgia 2015-2018 Projects						
GDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars
<b>Widening Projects</b>						<b>\$52,597,221</b>
0008356	SR 4/ US 1 (Dean's Bridge Road)	Meadowbrook Drive	Tobacco Rd	4 to 6 lanes	SCP 2015	\$1,000,000
					PE 2017	\$1,718,775
0008355	US 25/SR 121 (Peach Orchard Road)	Tobacco Road	Browns Road	4 to 6 lanes	SCP 2015	\$1,000,000
					PE 2017	\$1,212,988
*220680	Fifteenth Street (SR 4)	Milledgeville Road	Government Street	4 to 6 lanes	ROW 2016	\$16,516,223
					UTL 2018	\$1,172,372
					CST 2018	\$8,226,173
*245320	Windsor Spring Road - Phase V	SR 88	Willis Foreman Road	2 to 4 lanes	UTL 2015	\$2,294,363
					CST 2015	\$14,456,327
0013248	Gordon Highway/ SR 10	Old Louisville Road	SR 223	2 to 4 lanes	PE 2016	\$3,500,000
0012869	Willis Foreman Road	SR 4/US 1 (Deans Bridge Rd)	SR 121/US 25 (Peach Orchard Rd)	2 to 4 lanes	PE 2018	\$1,500,000
<b>Bridge Projects</b>						<b>\$2,715,640</b>
210327	I-20 Bridge over Augusta Canal and Savannah River	Richmond	Aiken	4 to 6 lanes	PE 2018	\$30,000
*245325	Windsor Spring Road @ NS Railroad	Windsor Spring Road	Norfolk Southern Railroad	Rehabilitation	CST 2015	\$1,935,640
0013604	SR 4/US 1 Bridge Replacement	SR 4/US 1	South Prong Creek	Replacement	PE 2016	\$500,000
					ROW 2018	\$250,000
<b>Operational and Median Improvements</b>						<b>\$16,780,340</b>
*0011699	Riverwatch (SR 104) @ I-20	Quarry Road	River Shoals Parkway	2 to 3 lanes	PE 2015	\$750,000
					UTL 2016	\$1,133,100
					CST 2016	\$3,720,000
0013704	Hardy Mcmanus Road	William Few Parkway	Furys Ferry Road	2 to 3 lanes	PE 2016	\$1,500,000
					ROW 2016	\$946,258
0012865	Hereford Farm Road	SR 383 (Belair Road)	SR 232 (Columbia Road)	2 to 3 lanes	PE 2015	\$1,700,000
					ROW 2017	\$462,000
					CST2018	\$5,818,982
0008352	Stevens Creek Road	Evans-to-Locks Road (SC 11236)	Riverwatch Parkway (SR 104)	2 to 3 lanes	PE 2015	\$750,000

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, & CST



**Table 60: Tier 1 (2015-2018) Program of Projects Georgia (continued)**

Georgia 2015-2018 Projects						
GDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars
Intersection and Safety Improvements						\$6,292,127
0012867	Wheeler Road	I-20 eastbound ramp	Augusta West Parkway	Improvements/turn lanes	PE 2015	\$750,000
					CST 2018	\$2,500,000
0012866	Wheeler Road Intersection Improvements	Wheeler Road	Robert C Daniel Parkway	Improvements/turn lanes	PE 2015	\$225,000
					CST 2016	\$1,000,000
0012868	Barton Chapel Road	Barton Chapel Road	Gordon Highway (SR 10/US 78)	Improvements/turn lanes	PE 2015 + 2016	\$275,000
					CST 2018	\$1,542,127
Bicycle and Pedestrian Improvement Projects						\$2,101,030
0013705	River Levee Trail Extension Phase 3D	Augusta Levee	Hawk's Gully	Asphalt trail	SCP 2015	\$50,000
					PE 2016	\$85,000
					CST 2016	\$612,030
0013707	James Brown Boulevard Streetscape- Phase 3	Twiggs Street	Laney Walker Blvd	Corridor improvements	SCP 2015	\$50,000
					PE 2016	\$150,000
					ROW 2016	\$15,440
0013706	Harlem-Grovetown Road/Old Berzalia Road	Old Berzalia Road	Elementary School campus	Sidewalk, curb, and gutter	CST 2016	\$424,560
					SCP 2015	\$50,000
					PE 2016	\$76,790
					CST 2016	\$336,210
SAFETY-LUMP-2	Safe Routes to School Program			Lump Sum	CST 2015 + 2016	\$103,000
REC-1	Lump Sum			DNR Recreational Trails; Consultant Services; Contract Construction Oversight.	CST 2015+2016+ 2017+2018	\$148,000
Transit Capital Funds						\$18,176,835
	Augusta Transit Capital Projects	Urban Area		Lump Sum	Lump	\$17,946,335
	Richmond Rural Transit Capital Projects	Rural Area		Lump Sum	Lump	\$92,400
	Columbia Transit Capital Projects	Rural Area		Lump Sum	Lump	\$138,100
Transit Operating Funds						\$609,144
	Augusta Transit Operating	Urban Area		Lump Sum	Lump	
	Richmond Rural Transit Operating	Rural Area		Lump Sum	Lump	\$220,568
	Columbia Transit Operating	Rural Area		Lump Sum	Lump	\$388,576



**Table 60: Tier 1 (2015-2018) Program of Projects Georgia (continued)**

Georgia 2015-2018 Projects						
GDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars
<b>Maintenance and Operations, etc.</b>						<b>\$37,764,500</b>
NHS LUMP SUMS	Various Lump Sum Minor Improvement Projects			NHS Lump Sums	CST 2015 + 2016 + 2017 + 2018	\$5,526,000
STP LUMP SUMS	Various Lump Sum Improvement Projects			STP Lump Sums	CST 2015 + 2016 + 2017 + 2018	\$29,010,000
TEA-1	Transportation Enhancement Projects			Transportation Enhancement Projects	CST 2015 + 2016 + 2017 + 2018	\$2,220,000
SAFETY-LUMP-1	Various Lump Sum Improvement Projects			Unspecified Safety Improvements Using Various Funds	CST 2015 + 2016 + 2017 + 2018	\$956,000
OS-1	Oversight Services for M230			Oversight services for M230	PE	\$52,500
<b>Total Expenditures</b>						<b>\$137,036,837</b>
<b>Funds Available</b>						<b>\$245,069,185</b>
<b>Difference</b>						<b>\$108,032,348</b>

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, & CST

**Table 61: Tier 1 (2015-2018) Program of Projects South Carolina**

South Carolina 2015-2018 Projects						
PI#	Project Name	From	To	Description	Phase	2015 Dollars
Widening Projects						\$21,265,000
SC-7	SC 126 (Belvedere Clearwater Road)	Old Sudlow Lake Road (Near I-520)	US 1/US 78	3 to 5 lanes	ROW 2015	\$1,500,000
					CST 2017	\$8,250,000
SC-3	University Parkway (S-2131)	US 1/US 78 (Richland Ave)	SC 118	3 to 5 lanes	PE 2016	\$1,000,000
					ROW 2017	\$1,000,000
					CST 2018	\$8,600,000
Corridor Improvements						\$18,920,000
24745/ SC-8	Hitchcock Parkway (SC-118) Corridor Improvements			Intersection, corridor improvements	ROW 2017	\$500,000
					CST 2018	\$8,200,000
34290/ SC-11	Silver Bluff Road (SC 302) Corridor Improvements	Indian Creek Trail	Richardson Lake Road	Intersection, corridor improvements	CST 2016	\$4,200,000
34298/ SC-12	East Buena Vista and Atomic Road Corridor Improvements	Brookside Avenue	Old Edgefield Road	Intersection, corridor improvements	ROW 2015	\$1,380,000
					CST 2016	\$4,640,000
Bicycle and Pedestrian Improvement Projects						\$1,205,760
SC-REC-1	North Augusta Bergen Road Tunnel (Greeneway)	Bergen Road	North Augusta Greeneway	Tunnel construction	CST 2015	\$553,000
SC-REC-2	North Augusta Greeneway Extension	Bergen Road	Bergen Village Development	Lump Sums	CST 2015	\$245,000
TAP-BIKE	City of Aiken Bicycle Infrastructure Phase 1			Bike lanes, shared lane markings, buffered bike lane, etc	CST 2016	\$203,880
TAP_CROSLAND	Crosland Park Pedestrian Walkways			Install sidewalks and crosswalks	CST 2016	\$203,880

\*State Safety, Bridge, and Maintenance Programs

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, &amp; CST

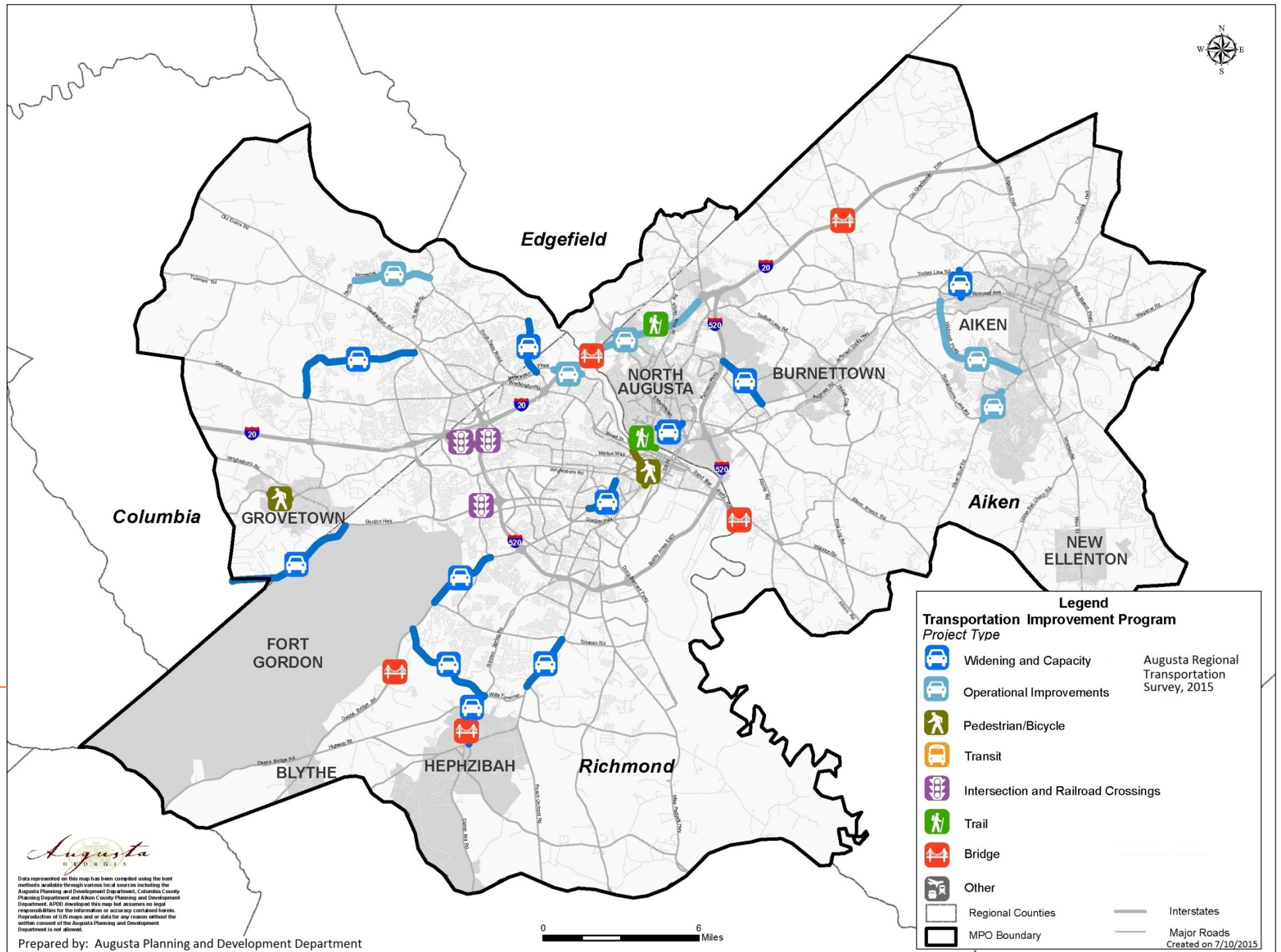
**Table: 61: Tier 1 (2015-2018) Program of Projects South Carolina (continued)**

South Carolina 2015-2018 Projects						
PI#	Project Name	From	To	Description	Phase	2015 Dollars
<b>Maintenance and Operations, etc.</b>						<b>\$4,971,000</b>
*SC-18	I-20 Rehabilitation and Maintenance Work	Mile Marker 1	Near Mile Marker 5	Rehab and Maintenance work	CST 2016	\$4,971,000
<b>Bridge Projects</b>						<b>\$8,421,000</b>
*SC-16	SC 28 at Savannah River Bridge Rehabilitation	SC 28	Savannah River	Bridge Rehabilitation	PE 2015	\$135,000
					CST 2018	\$2,920,000
*SC-17	S-2-144(Bettis Academy) at I-20	S-2-144	Bettis Academy	Bridge Rehabilitation	PE, CST	\$630,000
*SC-421	SC 421 over Little Horse Creek	SC 421	Little Horse Creek	Bridge Rehabilitation	PE, ROW, CST	\$4,736,000
<b>Safety Improvements</b>						<b>\$5,677,000</b>
*	Lump Sum			Lump Sums for Safety projects	CST	\$5,677,000
<b>Transit Capital Funds</b>						<b>\$3,874,000</b>
	Transit Capital Projects			Lump	All	\$3,874,000
<b>Transit Operating Funds</b>						<b>\$5,330,000</b>
	Transit Operations			Lump	All	\$5,330,000
<b>Transit Planning Funds</b>						<b>\$385,000</b>
	Transit Planning Funds			Lump	All	\$385,000
<b>Total Expenditures</b>						<b>\$70,048,760</b>
<b>Funds Available</b>						<b>\$75,356,742</b>
<b>Difference</b>						<b>\$5,307,982</b>

\*State Safety, Bridge, and Maintenance Programs

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, &amp; CST

**Figure 71: Transportation Improvement Program 2015-2018 Projects**



#### 7.14.2 Funding Priorities Tier 2 (2019-2029)

Tier 2 projects represent projects programmed to commence in the medium-range planning horizon (i.e., 2019-2029). Tables 62 and 63, and Figure 72 identify Tier 2 financially constrained projects in Georgia and South Carolina.

**Table 62: Tier 2 (2019-2029) Program of Projects Georgia**

Georgia 2019-2029 Projects							
GDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
Widening Projects							\$331,940,486
0012869	Willis Foreman Road	SR 4/US 1 (Deans Bridge Rd)	SR 121/US 25 (Peach Orchard Rd)	2 to 4 lanes	ROW	\$1,191,097	\$1,265,000
					CST	\$33,495,497	\$35,573,750
0008349	SR 232 (Columbia Road)	William Few Parkway	Old Belair Road	2 to 4 lanes	PE	\$2,998,519	\$3,184,564
					ROW	\$6,746,884	\$7,165,499
					UTL	\$7,129,229	\$7,571,567
					CST	\$37,481,486	\$39,807,052
0008356	SR 4/ US 1 (Dean's Bridge Road)	Meadowbrook Drive	Tobacco Road	4 to 6 lanes	ROW	\$23,507,583	\$24,966,128
					UTL	\$4,318,809	\$4,586,773
					CST	\$30,174,431	\$32,046,626
0008355	US 25/SR 121 (Peach Orchard Road)	Tobacco Road	Brown Road	4 to 6 lanes	ROW	\$12,329,555	\$13,094,551
					UTL	\$5,607,020	\$5,954,912
					CST	\$27,576,749	\$29,287,768
0008348	Wrightsboro Road	SR 388 (Horizon South Parkway)	SR 383 (Jimmie Dyess Parkway)	2 to 4 lanes	PE	\$2,806,798	\$2,980,948
					ROW	\$6,429,349	\$6,828,263
					UTL	\$6,494,791	\$6,897,765
					CST	\$35,084,970	\$37,261,843
0013248	Gordon Highway/ SR 10	Old Louisville Road	SR 223	2 to 4 lanes	ROW	\$3,766,316	\$4,000,000
					CST	\$38,604,741	\$41,000,000
ARTS_R_25	Doug Barnard Parkway Widening	Tobacco Road	Mike Padgett Highway	2 to 4 lanes	PE	\$622,920	\$661,570
					ROW	\$16,882,618	\$17,930,112
					UTL	\$9,298,842	\$9,875,795
Bridge Projects							\$29,132,043
210327	I-20 Bridge over Augusta Canal and Savannah River	GA	SC	Construct six lane bridge	CST	\$25,876,515	\$27,482,043
0013604	SR 4/US 1 Bridge Replacement	SR 4/US 1	South Prong Creek	Replacement	CST	\$1,553,605	\$1,650,000

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, &amp; CST



**Table 62: Tier 2 (2019-2029) Program of Projects Georgia (continued)**

Georgia 2019-2029 Projects							
GDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
Operational Improvements and Median Improvements							\$74,479,838
LR-65	Old Waynesboro Road	SR 56 (Mike Padgett Hwy)	Hephzibah-McBean Road	Construct turn lanes.	PE	\$78,322	\$83,182
					ROW	\$3,102,566	\$3,295,067
					UTL	\$1,446,920	\$1,536,695
					CST	\$979,035	\$1,039,780
LR-62	15th Street Pedestrian Improvement Project	John C Calhoun Expressway	15th Street CSX Overpass	Construct medians and upgrade traffic signals along 15th Street	UTL	\$3,766,316	\$4,000,000
					CST	\$8,662,527	\$9,200,000
0013704	Hardy Mcmanus Road	William Few Parkway	Furys Ferry Road	2 to 3 lanes	CST	\$15,583,133	\$16,550,000
0008352	Stevens Creek Road	Evans-to-Locks Road (SCP 11236)	Riverwatch Parkway (SR 104)	Widen to 3 lanes	ROW	\$3,576,346	\$3,798,243
					UTL	\$6,160,526	\$6,542,760
					CST	\$26,772,963	\$28,434,111
Intersection and Safety Improvements							\$10,562,523
LR-82	SR 56 at Dixon Airline Road Safety Improvements	SR 56 (Mike Padgett Hwy)	Dixon Airline Road	Deceleration lanes, widen lane widths and bridge, improve signage, evaluate need for signalized traffic control.	PE	\$298,464	\$316,982
					ROW	\$537,114	\$570,440
					UTL	\$482,307	\$512,232
					CST	\$3,730,800	\$3,962,280
LR-83	SR 56 at Marvin Griffin Road Safety Improvements	SR 56 (Mike Padgett Hwy)	Marvin Griffin Road	Widen turn radii, improve road signage, improve detector gaps, widen throat	PE	\$3,795	\$4,030
					ROW	\$243,682	\$258,801
					UTL	\$107,906	\$114,601
					CST	\$47,437	\$50,380
LR-84	SR 56 at Apple Valley Drive Safety Improvements	SR 56 (Mike Padgett Hwy)	Apple Valley Drive	Decrease concrete island or increase turning radii, increase throat, construct new access, add street lighting.	PE	\$3,795	\$4,030
					ROW	\$67,980	\$72,198
					UTL	\$107,906	\$114,601
					CST	\$47,437	\$50,380
LR-85	SR 56 at Old Waynesboro Road Safety Improvements	SR 56 (Mike Padgett Hwy)	Old Waynesboro Road	Widen lane widths, lower speed limit	PE	\$187,253	\$198,871
					ROW	\$313,260	\$332,696
					UTL	\$482,307	\$512,232
					CST	\$2,340,662	\$2,485,890
ARTS_C_8_4	Old Berzalia Road and Harlem Grovetown Road Roundabout	Old Berzalia Road	Harlem Grovetown Road	Insert roundabout at Old Berzalia Road and Harlem Grovetown Road	PE	\$69,878	\$74,214
					CST	\$873,470	\$927,665

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, & CST

**Table 62: Tier 2 (2019-2029) Program of Projects Georgia (continued)**

Georgia 2019-2029 Projects							
GDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
<b>Railroad Crossing Improvements</b>							<b>\$53,249</b>
LR-87	Norfolk Southern Doug Barnard Pkwy Rail Crossing Safety Improvements	Doug Barnard Parkway	Norfolk Southern Railroad	Correct hump, move pavement markings	CST	\$29,429	\$31,255
LR-88	CSX at 15th Street Rail Crossing Safety Improvements	15th Street	CSX Railroad	Install W10-2 and W10-1 and develop signal plan	CST	\$6,267	\$6,656
LR-89	CSX at Broad Street Rail Crossing Safety Improvements	Broad Street	CSX Railroad	Improve signal timing plan	CST	\$2,997	\$3,183
LR-90	CSX at Walton Way/12th St. Rail Crossing Improvements	Walton Way/12th Street	CSX Railroad	Redo railroad pre-emption sequence, improve signage, install w10-1 and pavement markings	CST	\$11,445	\$12,155
<b>Bicycle and Pedestrian Improvements</b>							<b>\$20,976,023</b>
	Bike/Ped Bridge Over Savannah River	SC	GA	Bike/Ped bridge adjacent to the 5th street bridge. Split with SC.	PE	\$1,583,683	\$1,681,944
					ROW	\$603,236	\$640,665
					UTL	\$17,167	\$18,232
					CST	\$1,979,598	\$2,102,424
BP_1	15th Street Bike Lanes	John C Calhoun Expressway	Broad Street	Striped bike lane	CST	\$4,721	\$5,013
BP_2	5th Street Shared Lane Markings	Broad Street	5th Street Bridge	Share lane markings	CST	\$1,470	\$1,561
BP_3	North Belair Road Bike Lanes	Columbia Road	Town Park Lane	Striped bike lane	CST	\$33,044	\$35,094
BP_4	Wrightsboro Rd. Paved Shoulders	Jimmie Dyess Parkway	Lewiston Road	Shared shoulder	CST	\$150,534	\$159,874
BP_5	Ellis Street Bike Route	James Brown Boulevard	E Boundary Street	Bike Route	CST	\$2,666	\$2,832
BP_6	5th Street Bridge Multiuse path	Riverwalk Marina	Jefferson Davis Highway	Multiuse path	CST	\$138,542	\$147,138
BP_7	Central Avenue Buffered Bike Lane	Monte Sano Avenue	Druid Park Avenue	Buffered bike lane	CST	\$19,407	\$20,611
BP_8	Henry Street Bike Route	Fleming Avenue	Bransford Road	Bike route	CST	\$2,164	\$2,298
BP_9	McDowell Street Bike Route	Arsenal Avenue	Merry Street	Bike route	CST	\$3,409	\$3,621
BP_10	Bransford Ave - McAnally St Bike Route	Merry Street	Emmett Avenue	Bike route	CST	\$677	\$720



**Table 62: Tier 2 (2019-2029) Program of Projects Georgia (continued)**

Georgia 2019-2029 Projects							
GDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
<b>Bicycle and Pedestrian Improvements</b>							<b>\$20,976,023</b>
BP_11	4th Street Shared lane markings	Laney Walker Boulevard	Broad Street	Bike route	CST	\$2,054	\$2,182
BP_12	Central Avenue Striped Bike Lanes	Druid Park Avenue	15th Street	Share lane markings	CST	\$1,634	\$1,735
BP_13	Laney Walker Boulevard Striped Bike Lanes	E Boundary Street	15th Street	Striped bike lane	CST	\$24,967	\$26,516
BP_14	Olive Road Striped Bike Lanes	Heard Avenue	Gordon Highway	Striped bike lane	CST	\$17,728	\$18,828
BP_15	Old Evans Road Striped Bike Lanes	Washington Road S	Washington Road N	Striped bike lane	CST	\$990,557	\$1,052,017
BP_16	10th Street Bike Route	Wrightsboro Road	Dantignac Street	Bike route	CST	\$1,268	\$1,346
BP_17	Wrightsboro Road Striped Bike Lane	Druid Park Avenue	James Brown Boulevard	Striped bike lane	CST	\$13,532	\$14,372
BP_SUM	Bicycle and Pedestrian Lump Sum			Additional bicycle and pedestrian improvements with a focus on projects from the 2012 Bicycle and Pedestrian Plan	All	\$14,123,686	\$15,000,000
REC-1	Lump Sum			Lump Sums for DNR Recreational Trails; Consultant Services; and Contract Construction Oversight.	CST	\$34,838	\$37,000
<b>ATMS and ITS Projects</b>							<b>\$4,953,158</b>
ATMS_ITS	Implementation of ATMS Master Plan Projects Mid Term - Engineering and Construction			Lump	All	\$4,663,790	\$4,953,158
<b>Transit Capital Funds</b>							<b>\$32,876,140</b>
	Augusta Transit Capital Projects	Urban Area		Lump Sum	Lump		\$32,202,936
	Richmond Rural Transit Capital Projects	Rural Area		Lump Sum	Lump		\$269,866
	Columbia Transit Capital Projects	Rural Area		Lump Sum	Lump		\$403,338

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, & CST

**Table 62: Tier 2 (2019-2029) Program of Projects Georgia (continued)**

Georgia 2019-2029 Projects							
GDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
<b>Transit Operating Funds</b>							<b>\$1,779,082</b>
	Augusta Transit Operating	Urban Area		Lump Sum	Lump		
	Richmond Rural Transit Operating	Rural Area		Lump Sum	Lump		\$644,197
	Columbia Transit Operating	Rural Area		Lump Sum	Lump		\$1,134,885
<b>Maintenance and Operations, etc.</b>							<b>\$56,457,630</b>
TEA-1	Transportation Enhancement Projects			Transportation Enhancement Projects	CST	\$522,576	\$555,000
SAFETY-LUMP-1	Various Lump Sum Improvement Projects			Unspecified Safety Improvements Using Various Funds	CST	\$225,037	\$239,000
Maintenance	Maintenance, Operations, Safety, Enhancements, Railroad, Recreational Trails			M001, M300, M230, MS30, MS40, MS50, M940	All	\$52,411,707	\$55,663,630
<b>Total Expenditures</b>						\$530,306,894	<b>\$563,210,172</b>
<b>Funds Available</b>						\$595,217,965	<b>\$632,148,697</b>
<b>Difference</b>						\$64,911,071	<b>\$68,938,525</b>

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, & CST

**Table 63: Tier 2 (2019-2029) Program of Projects South Carolina**

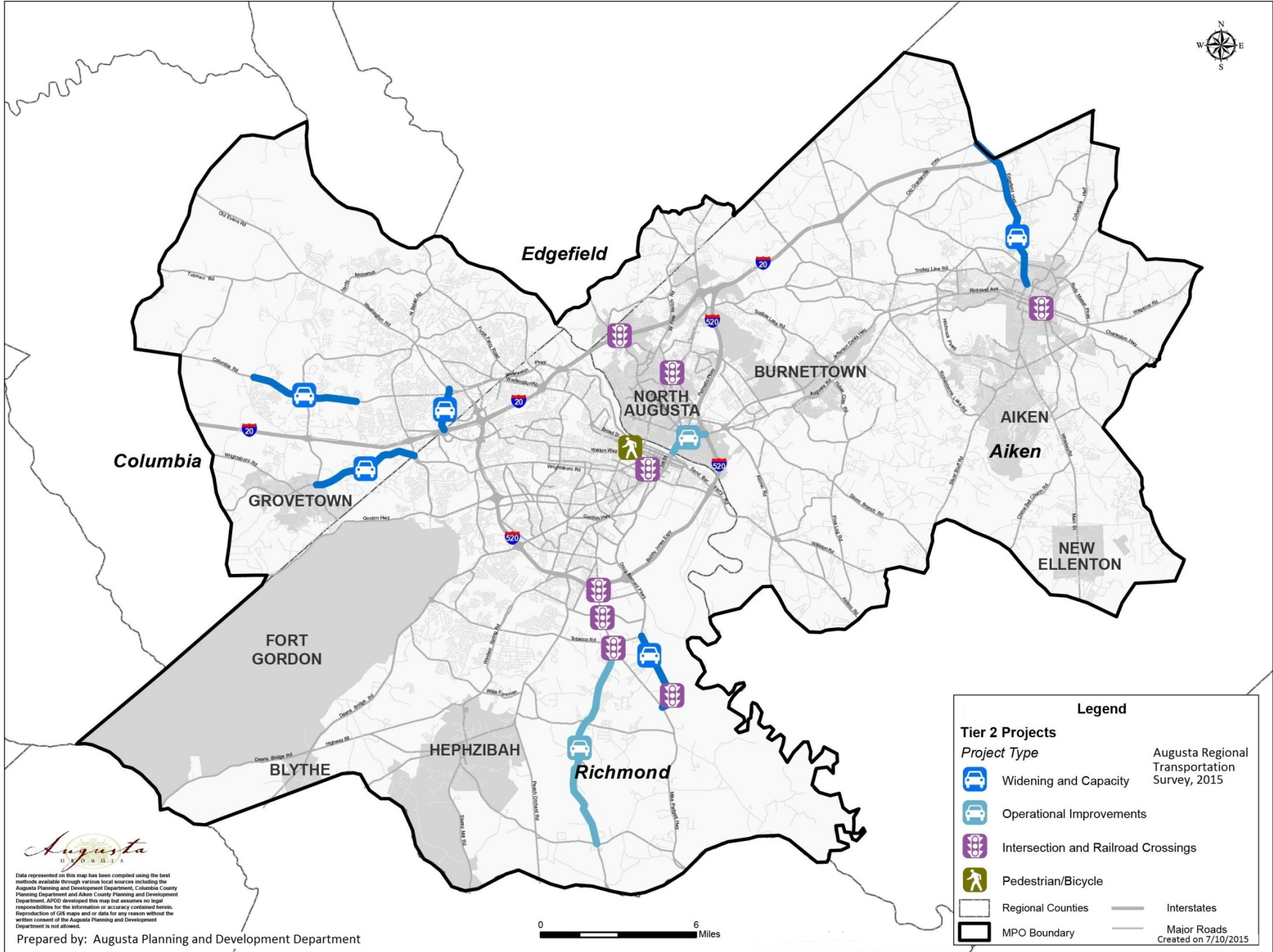
South Carolina 2019-2029 Projects							
SCDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
<b>Widening Projects</b>							<b>\$34,646,705</b>
	Edgefield Highway (SC 19)	SC 118 (University Parkway)	S-153 Shiloh Church Road	2 to 4 lanes	All	\$28,889,708	\$34,646,705
<b>Bridge Projects</b>							<b>\$27,076,336</b>
	I-20 Bridge over Augusta Canal and Savannah River	GA	SC	4 to 6 lanes	CST	\$22,577,254	\$27,076,336
<b>Intersection and Safety Improvements</b>							<b>\$4,701,043</b>
	Georgia/Knox Ave and Five Notch/Bradyville Road	Georgia/Knox Avenue	Five Notch/Bradyville Road	Realignment, turn lanes	All	\$1,601,356	\$1,920,467
	I-20 and Martintown Road	I-20	Martintown Road	Reconfiguration, turn signals	All	\$2,318,548	\$2,780,577
<b>Operational Improvements and Median Improvements</b>							<b>\$17,687,541</b>
	Aiken-Augusta Highway	Savannah River	I-520 (Palmetto Parkway)	Interchange, operational improvements	All	\$8,952,158	\$10,736,099
	Dougherty Road	Silver Bluff Road	Whiskey Road	Landscape median, sidewalks	All	\$5,796,370	\$6,951,442
<b>Railroad Crossing Improvements</b>							<b>\$29,057</b>
	NS at Park Avenue/Williamsburg Lane/Staubes Lane	Norfolk Southern Railroad	Park Avenue/Williamsburg Lane	Railroad Improvement	All	\$24,229	\$29,057

**Table 63: Tier 2 (2019-2029) Program of Projects South Carolina (continued)**

South Carolina 2019-2029 Projects							
SCDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
Bicycle and Pedestrian Improvements							\$3,118,117
	Bike/Ped Bridge Over Savannah River	SC	GA	Bridge adjacent to 5th street bridge	ROW	\$603,236	\$723,446
					UTL	\$17,167	\$20,588
					CST	\$1,979,598	\$2,374,083
Transit Capital Funds							\$7,645,975
	Transit Capital Projects			Lump	All	\$6,750,724	\$7,645,975
Transit Operating Funds							\$12,815,706
	Transit Operations			Lump	All	\$6,059,092	\$12,815,706
Transit Planning Funds							\$1,150,950
	Transit Planning			Lump	All	\$701,374	\$1,150,950
Total Expenditures						\$89,462,054	\$108,634,561
Funds Available						\$93,708,914	\$112,382,758
Difference							\$3,748,197

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, & CST

Figure 72: Tier 2 Projects



### 7.14.3 Funding Priorities Tier 3 (2030-2040)

Long Range transportation projects for Tier 3 cover the years 2030-2040. The projects for Georgia and South Carolina are presented in Tables 64 and 65, and in Figure 73.

**Table 64: Tier 3 (2030-2040) Program of Projects Georgia**

Georgia 2030-2040 Projects							
GDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
<b>Widening Projects</b>							<b>\$353,162,427</b>
0008354	US 78 / SR 10	Robinson Avenue	Fort Gordon Gate 1	4 to 6 lanes	PE	\$2,805,664	\$3,324,405
					ROW	\$10,349,818	\$12,263,404
					UTL	\$8,443,638	\$10,004,789
					CST	\$35,070,800	\$41,555,068
LR-77	Bobby Jones (I-520)	US 1 (Deans Bridge Road)	SR 56 (Mike Padgett Hwy)	4 to 6 lanes	PE	\$4,770,497	\$5,652,518
					CST	\$59,631,212	\$70,656,475
221805	SR 104	CR 1427 (William Few Parkway)	CR 578 (Tubman Road)	2 to 4 lanes	PE	\$2,083,914	\$2,469,211
					ROW	\$2,689,402	\$3,186,648
					UTL	\$7,560,420	\$8,958,272
					CST	\$26,048,926	\$30,865,133
ARTS_C_114	Evans to Locks Rd Widening and Roundabout	Town Centre Blvd	Furys Ferry Road	2 to 4 lanes	PE	\$2,055,443	\$2,435,476
					ROW	\$13,944,204	\$16,522,359
					UTL	\$3,240,581	\$3,839,735
					CST	\$25,693,040	\$30,443,447
ARTS_C_81	Wrightsboro Rd Widening C	Harlem-Grovetown Road	Louisville Road	2 to 4 lanes	PE	\$2,073,599	\$2,456,988
					ROW	\$15,676,625	\$18,575,089
					UTL	\$8,371,650	\$9,919,491
					CST	\$25,919,985	\$30,712,352
ARTS_R_214	Highway 88 Widening	Keysville Road	Windsor Spring Road	2 to 4 lanes	PE	\$1,168,919	\$1,385,041
					ROW	\$3,500,591	\$4,147,818
					UTL	\$2,224,179	\$2,635,409
					CST	\$14,611,482	\$17,313,011
ARTS_R_25	Doug Barnard Parkway Widening	Tobacco Road	Mike Padgett Highway	2 to 4 lanes	CST	\$7,786,505	\$9,226,158

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, &amp; CST

**Table 64: Tier 3 (2030-2040) Program of Projects Georgia (continued)**

Georgia 2030-2040 Projects							
GDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
Operational Improvements and Median Improvements							\$85,056,150
245200	North Belair Road	Evans to Locks Rd	SR 28 (Furys Ferry Road)	Widen 2 to 3 lanes	PE	\$1,426,996	\$1,690,834
					ROW	\$3,367,331	\$3,989,920
					UTL	\$3,668,013	\$4,346,195
					CST	\$17,837,456	\$21,135,438
ARTS_C_HAL1	Halali Farm Road Widening and New Alignment	SR 104 (Washington Road)	Hereford Farm Road	New alignment and existing widening	PE	\$1,604,630	\$1,901,311
					ROW	\$4,899,002	\$5,804,782
					UTL	\$959,838	\$1,137,303
					CST	\$20,057,872	\$23,766,388
ARTS_C_OLDEVANS	Old Evans Rd Widening	Riverwatch Parkway	SR 104 (Washington Road)	Widen 2 to 3 lanes	PE	\$1,054,074	\$1,248,963
					ROW	\$1,510,866	\$1,790,211
					UTL	\$2,221,950	\$2,632,768
					CST	\$13,175,929	\$15,612,037
Bridge Improvements							\$2,580,575
245205	North Belair Road at CSX Railroad	North Belair Road	CSX Railroad	Widen 2 to 3 lanes, with wide shoulders	CST	\$2,177,901	\$2,580,575

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, &amp; CST



**Table 64: Tier 3 (2030-2040) Program of Projects Georgia (continued)**

Georgia 2030-2040 Projects							
GDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
Bicycle and Pedestrian Improvements							\$20,096,430
BP_SUM	Bicycle and Pedestrian Improvements			Additional bicycle and pedestrian improvements with a focus on projects from the 2012 Bicycle and Pedestrian Plan	All	\$16,879,193	\$20,000,000
REC-1	Lump Sum			Lump Sums for DNR Recreational Trails; Consultant Services; and Contract Construction Oversight.	CST	\$31,227	\$37,000
Safety Lump -2	Safe Routes to School Program/TAP			Lump Sums	CST	\$50,157	\$59,430
Park and Ride Facility Projects							\$84,713
	US 1 (Deans Bridge Rd) Southwest Park And Ride			Park and ride lot at Tobacco Road (SE Quad)	PE	\$71,494	\$84,713
					ROW	\$1,408,805	\$1,669,280
					UTL	\$57,223	\$67,803
					CST	\$893,673	\$1,058,905
ATMS and ITS Projects							\$12,003,510
	Implementation of ATMS Master Plan Projects Long Term - Engineering and Construction			Lump	All	\$10,130,478	\$12,003,510
Transit Capital Funds							\$36,678,870
	Augusta Transit Capital Projects	Urban Area		Lump Sum	Lump		\$35,927,797
	Richmond Rural Transit Capital Projects	Rural Area		Lump Sum	Lump		\$301,081
	Columbia Transit Capital Projects	Rural Area		Lump Sum	Lump		\$449,992
Transit Operating Funds							\$1,984,865
	Augusta Transit Operating	Urban Area		Lump Sum	Lump		
	Richmond Rural Transit Operating	Rural Area		Lump Sum	Lump		\$718,710
	Columbia Transit Operating	Rural Area		Lump Sum	Lump		\$1,266,155

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, &amp; CST

**Table 64: Tier 3 (2030-2040) Program of Projects Georgia (continued)**

Georgia 2030-2040 Projects							
GDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
<b>Maintenance and Operations, etc.</b>							<b>\$68,773,231</b>
TEA-1	Transportation Enhancement Projects			Transportation Enhancement Projects	CST	\$468,398	\$555,000
SAFETY-LUMP-1	Various Lump Sum Improvement Projects			Unspecified Safety Improvements Using Various Funds	CST	\$201,706	\$239,000
Maintenance	Maintenance, Operations, Safety, Enhancements, Railroad, Recreational Trails			M001, M300, M230, MS30, MS40, MS50, M940	All	\$57,371,726	\$67,979,231
<b>Total Expenditures</b>						<b>\$487,673,797</b>	<b>\$577,840,196</b>
<b>Funds Available</b>						<b>\$585,325,735</b>	<b>\$693,547,080</b>
<b>Difference</b>						<b>\$97,651,939</b>	<b>\$115,706,884</b>

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, & CST

**Table 65: Tier 3 (2030-2040) Program of Projects South Carolina**

South Carolina 2030-2040 Projects							
SCDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
<b>Widening Projects</b>							<b>\$68,277,859</b>
	Atomic Road	Old Edgefield Road	Jefferson Davis Highway	Widen 2 to 4 lanes	All	\$22,011,333	\$36,540,529
	Charleston Highway	SC 302 (Pine Log Road)	S-507 (Old Dibble Road)	Widen 2 to 4 lanes	All	\$5,025,597	\$8,342,883
	I-20	Savannah River	US 25 (Edgefield Road)	Widen to 6 lanes.	All	\$14,092,378	\$23,394,447
<b>New Facility Projects</b>							<b>\$11,975,799</b>
	Bergen-Five Notch Collector	Bergen Road	Gregory Lake Road	New 2 lane roadway	All	\$6,750,288	\$11,206,005
	East Gate extension from Whiskey Road to Athol Ave	East Gate Drive	Athol Avenue	New 2 lane roadway with median	All	\$463,710	\$769,794
<b>Operational Improvements and Median Improvements</b>							<b>\$2,694,280</b>
	East Buena Vista Ave	Barton Road	Martintown Road	Widen to 2 through lanes	All	\$1,622,984	\$2,694,280
<b>Improvements</b>							<b>\$13,338,787</b>
	Five Notch Road and Pisgah Road	Fine Notch Road	Pisgah Road	Realign intersection and add turn lanes. Completed with Five Notch Road widening project.	All	\$1,587,417	\$2,635,236
	Five Notch Road and Walnut Lane	Five Notch Road	Walnut Lane	Realign intersection to a T intersection. Completed with Five Notch Road widening project.	All	\$3,897,216	\$131,158,521
	West Martintown Rd and Knobcone Ave Intersection	West Martintown Road	Knobcone Avenue	Intersection improvements	All	\$2,550,403	\$133,925,058

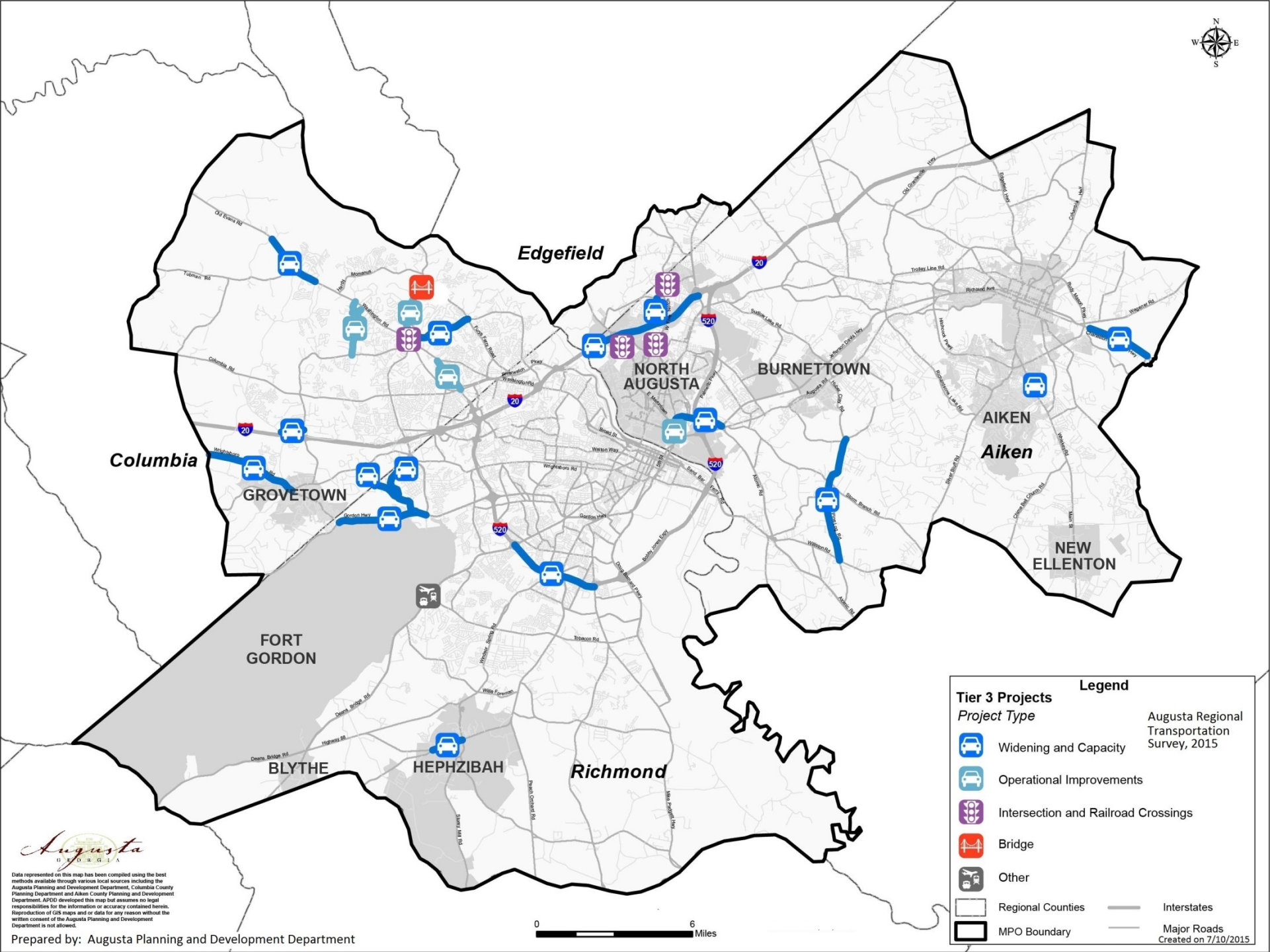
SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, &amp; CST

**Table 65: Tier 3 (2030-2040) Program of Projects South Carolina (continued)**

South Carolina 2030-2040 Projects							
SCDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
Bicycle and Pedestrian Improvements							\$10,759,268
	University Parkway Greenway	Robert M Bell Parkway	SC 19 (Edgefield Highway)	Greenway	All	\$4,659,388	\$7,734,947
	Atomic Rd. Greenway	Buena Vista Avenue	Palmetto Parkway	Greenway	All	\$602,311	\$999,883
	S Aiken Lane	E Pine Log Road	Corporate Parkway	Multi Use Path	All	\$454,574	\$754,629
	SC 19 Striped Bike Lane	Hampton Avenue	Shiloh Heights Road	Striped Bike Lane	All	\$764,909	\$1,269,808
Transit Capital Funds							\$9,032,423
	Transit Capital Projects			Lump	All	\$5,440,963	\$9,032,423
Transit Operating Funds							\$8,107,023
	Transit Operations			Lump	All	\$4,883,519	\$8,107,023
Transit Planning Funds							\$938,434
	Transit Planning			Lump	All	\$565,295	\$938,434
Total Expenditures						\$75,721,990	\$131,158,521
Funds Available						\$120,702,307	\$133,925,058
Difference							\$2,766,537

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, &amp; CST

Figure 73: Tier 3 Projects



#### 7.14.4 High Priority Unfunded Priority Projects

Current funding forecasts do not permit inclusion of all identified transportation improvement projects in the constrained tiers (Tiers 1, 2 or 3). Despite the current lack of funding for these identified projects, future availability of funds may result in their progression through the transportation planning process to be built at a future date. Unfunded high priority projects address similar needs and issues as financially constrained projects. Traffic safety improvements, congestion reduction, and additional bike and pedestrian facilities are some examples of unfunded high priority projects identified during the Transportation Vision 2040 LRTP update process. A list of high priority unfunded transportation improvement projects in Georgia and South Carolina are presented in Tables 66 and 67 and in Figure 74.

**Table 66: Unfunded High Priority Projects Georgia**

Georgia Unfunded Priority Projects - Projects not in Financially Constrained Plan							
GDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
<b>Widening Projects</b>							
LR-91	I-20 HOV Lanes	Louisville Road	Riverwatch Parkway	Construct HOV in each direction	All	\$111,131,561	\$118,026,800
	Mike Padgett Highway Widening	I-520	Old Waynesboro Road	Widen 4 to 6 lanes	All	\$74,671,939	\$88,478,094
	Barton Chapel Rd Widening	Milledgeville Road	Deans Bridge Road	Widen 3 to 4 lanes	All	\$47,137,125	\$55,852,345
	Barton Chapel Rd Widening 2	Wrightsboro Road	Gordon Highway	Widen 2 to 4 lanes	All	\$43,744,055	\$51,831,928
	I-520 Southbound	Wrightsboro Road	US 78/Gordon Highway	Add auxiliary lane	All	\$12,380,905	\$14,670,020
	Interstate 20	SR 47 (Appling Harlem Hwy)	SR 383 (Belair Road)	Widen from 4 to 6 through lanes	All		
	Tubman Rd/ Old Washington Rd Widening	Louisville Road	Washington Road/General Woods Parkway	Widen 2 to 4 lanes	All	\$59,383,079	\$70,362,465
	Louisville Road Widening and Extension	Gordon Highway	Fort Gordon Gate	Widen 2 to 3 lanes from Gordon Highway to Harlem-Grovetown Rd (existing alignment) and add additional extension to Fort Gordon	All	\$53,279,404	\$63,130,276
	Harlem Grovetown Rd Widening	Louisville Road	Wrightsboro Road	Widen 2 to 4 lanes	All	\$57,912,927	\$68,620,494
	North Leg Road Widening	Lumpkin Road	Sibley Road	Widen 2 to 4 lanes	All	\$49,359,753	\$58,485,917

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, &amp; CST

**Table 66: Unfunded High Priority Projects Georgia (continued)**

Georgia Unfunded Priority Projects - Projects not in Financially Constrained Plan							
GDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
<b>Intersection and Safety Improvements</b>							
	Peach Orchard, Windsor Spring, and I-520 Intersection Improvements	Peach Orchard, Windsor Spring	I-520	Interchange Improvements	All		
	I-520 and Wrightsboro Road Interchange Improvements	I-520	Wrightsboro Road	Interchange Improvements	All		
	Louisville Road and I-20 New Interchange	Louisville Road	I-20	Interchange Improvements	All		
<b>Operational Improvements and Median Improvements</b>							
222710	SR 10/US 78 (Gordon Hwy) Median Improvements	Peach Orchard Road	Walton Way	Construct median barrier from Peach Orchard Road (US 25) to Walton Way	All	\$9,073,534	\$9,636,508
	Louisville Road Widening 2	I-20	Wrightsboro Road	Operational improvements	All		
	Louisville Road Widening 3	I-20	Columbia Road	Operational improvements	All		
	Louisville Road Widening 4	Tubman Road	Columbia Road	Operational improvements	All		
	Old Belair Road	Columbia Road	Belair Road	Widen 2 to 3 lanes	All		
	Augusta W Parkway Widening	Wrightsboro Road	Wheeler Road	Widen 2 to 3 lanes	All		
	Milledgeville Rd Complete Streets	Kissingbower Road	Gordon Highway	Complete Streets	All		

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, &amp; CST



**Table 66: Unfunded High Priority Projects Georgia (continued)**

Georgia Unfunded Priority Projects - Projects not in Financially Constrained Plan							
GDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
<b>Railroad Crossing Improvements</b>							
	6th Street Rail Corridor Improvements - Quiet Zone	Taylor Street	Savannah River	Rail corridor improvements to move towards quiet zone designation. Facilities may include raised medians, control arms, train sensors, and radio equipment. Includes 8 intersections.	All		
<b>New Construction Projects</b>							
	South Augusta Inland Port	South Augusta		Construction of Inland Port in South Augusta near Peach Orchard Rd. Cost estimate is based on Cordele Inland Port Phase I.	All	\$5,000,000	\$5,924,454
	Reynolds Farm Road Paving	Old Louisville Road	Old Berzelia Rd.	Paved currently unpaved road	All		
<b>Park and Ride Facilities</b>							
	Walmart/Southpointe Plaza Park and Ride	I-520	Deans Bridge Road	Construct Park and Ride lot with express bus service.		\$3,848,279	\$4,559,790
	US 78 (Gordon Hwy) Park And Ride	US 78	Jimmie Dyess Parkway	Construct Park and Ride lot with express bus service.	All	\$3,848,279	\$4,087,048

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, &amp; CST

**Table 67: Unfunded High Priority Projects South Carolina**

South Carolina Unfunded Priority Projects - Projects not in Financially Constrained Plan							
SCDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
<b>Widening Projects</b>							\$430,215,861
	Five Notch Road	US 25 Business Road(Georgia Avenue)	Walnut Lane	Widen 2 to 4 lanes	All	\$23,481,664	\$38,981,395
	Martintown Road	I-20	Old Martintown Road	Widen 2 to 4 lanes	All	\$5,679,909	\$9,429,091
	Silver Bluff Road and Hitchcock Parkway	Silver Bluff Road	Hitchcock Parkway	Median, bicycle/pedestrian crossing	All	\$1,381,281	\$2,293,034
	Robert M. Bell Parkway / University Parkway	US 1 / US 78 (Jefferson Davis Highway)	SC 19 (Edgefield Highway)	Widen 2 to 4 lanes	All	\$40,864,411	\$67,838,110
	Rudy Mason Parkway	S-912 (North of Willow Run Road)	S- 783 (North of Old Wagener Road)	Widen 2 to 4 lanes	All	\$6,955,644	\$11,546,912
	Wagener Road	S-218 (North of Redd's Branch Road)	S-260 (Wright's Mill Road)	Widen 2 to 4 lanes	All	\$9,045,255	\$15,015,828
	I-20	US 25 (Edgefield Road)	Bettis Academy Road	Widen to 6 lanes.	All	\$26,170,246	\$43,444,649
	Pine Log Road	US 278 (Williston Road)	S-66 (Huber Clay Road)	Widen 2 to 4 lanes	All	\$21,105,594	\$35,036,933
	Silver Bluff Rd Widening A	Richardson Lake Road	Gray Mare Hollow Road	Widen 2 to 4 lanes	All	\$36,450,000	\$60,509,843
	Silver Bluff Rd Widening B	Town Creek Road	Dougherty Road	Widen 2 to 4 lanes	All	\$8,100,000	\$13,446,632
	Pine Log Road Widening	Hillman Street	Town Creek Road	Widen 2 to 4 lanes	All	\$23,490,000	\$38,995,232
	East Pine Log Road Widening	Silver Bluff Road	Deloach Way	Widen to 6 lanes	All	\$30,510,000	\$50,648,980
	Powderhouse Rd Widening	South Boundary Avenue	East Pine Log Road	Widen 2 to 4 lanes	All	\$12,960,000	\$21,514,611
	Two Notch Road Widening	Barnard Avenue Se	Grave Avenue	Widen 2 to 4 lanes	All	\$5,670,000	\$9,412,642
	Whiskey Road Widening 1	South Boundary Avenue	Barnard Avenue	Widen 2 to 4 lanes	All	\$7,290,000	\$12,101,969

SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, &amp; CST

**Table 67: Unfunded High Priority Projects South Carolina (continued)**

South Carolina Unfunded Priority Projects - Projects not in Financially Constrained Plan							
SCDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
<b>New Facility Projects</b>							\$158,578,157
	Extend East Gate to Powderhouse Road	Existing East Gate Drive	Powderhouse Road	New 2 lane roadway with median	All	\$12,694,051	\$21,073,115
	I-20 Frontage Collector	Five Notch Road	US 25 (Edgefield Road)	Widen to 3 and 5 lanes	All	\$8,100,345	\$13,447,205
	Whiskey/Centennial Parkway Extension	Centennial Parkway	East Gate Drive	New 2 lane roadway with median	All	\$6,520,917	\$10,825,230
	Dougherty Road (Christie Place North and South Extensions)	Pawnee Drive to Dougherty Road	Dougherty Road to East Gate Drive	Extension	All	\$1,610,446	\$2,673,466
	Dougherty Road (Hamilton Drive Extension)	Neilson Street	Owens Street	Extension	All	\$804,162	\$1,334,972
	Ascauga Lake Road	US 25 (Edgefield Road)	S 80 (Canal Street)	Widen Ascauga Lake Road (S-33) between US 25 and Canal Street (S 80), with full landscaped median and turn lanes as needed.	All	\$65,794,600	\$109,224,168
<b>Operational Improvements and Median Improvements</b>							\$18,221,033
	Trolley Line Road	Robert M Bell Parkway	Ascauga Lake Road	Widen 2 to 3 lanes	All	\$9,555,000	\$15,862,045
	Celeste Avenue	US 25 (Edgefield Road)	S-45 (Five Notch Road)	Operational improvements	All	\$1,421,010	\$2,358,988
<b>Intersection and Safety Improvements</b>							\$5,637,578
	York St./Columbia Hwy and Rutland Ave/Aldrich St	York Street/Columbia Highway	Rutland Avenue/Aldrich Street	Operational and signal improvements	All	\$415,484	\$689,736
	Knox Avenue and Martintown Road	Knox Avenue	Martintown Road	Realign intersection and pedestrian improvements	All	\$1,477,395	\$2,452,591
	Pine Log Road and Collier Street	Pine Load Road	Collier Street	Realignment and turn lanes	All	\$743,958	\$1,235,029
	Richland Avenue West and University Parkway	Richland Avenue West	University Parkway	Lengthen and add turn lanes	All	\$759,134	\$1,260,222

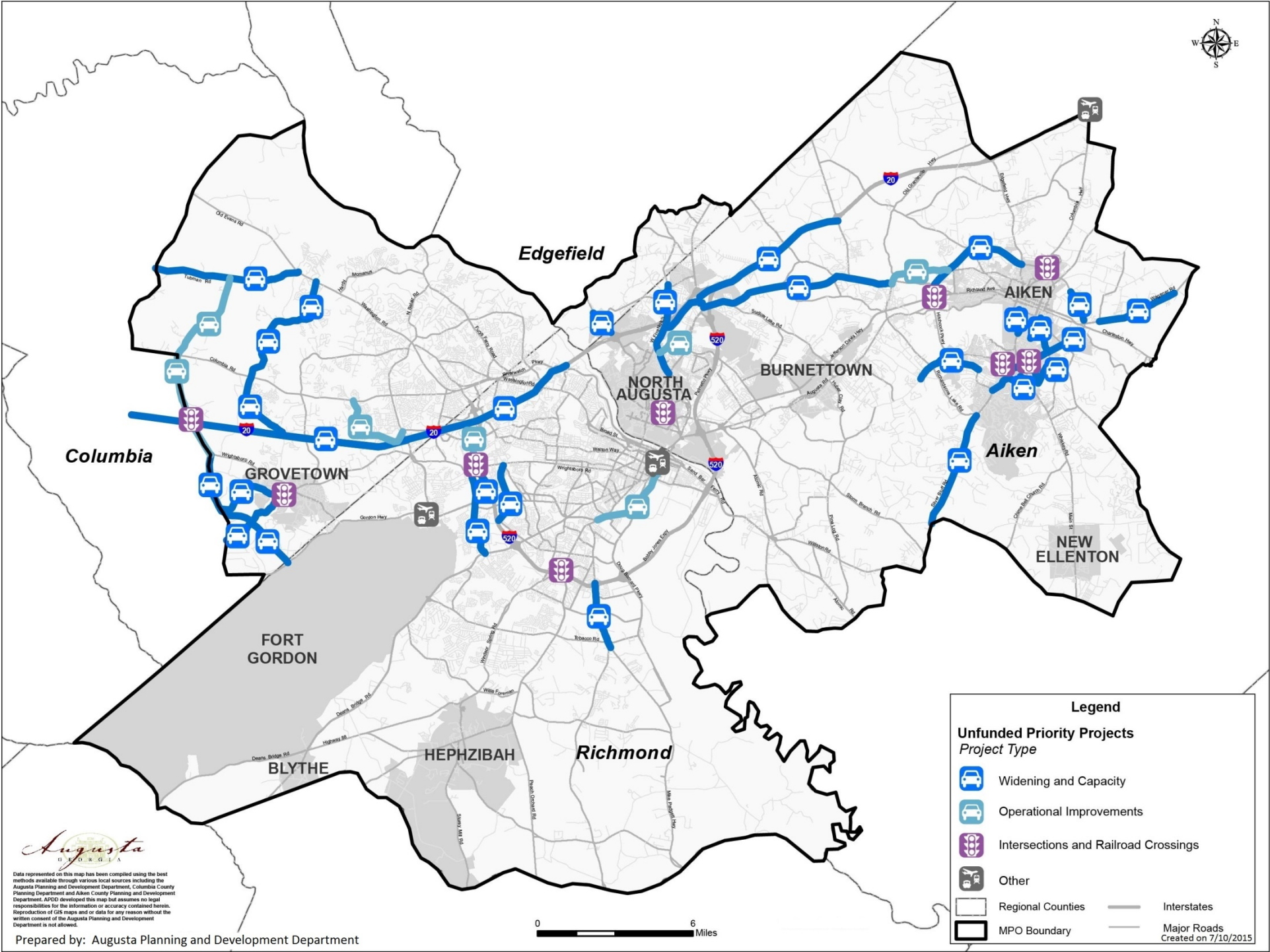
SCP - Scoping; PE -Preliminary Engineering; UTL - Utilities; ROW - Right of Way; CST - Construction; All - PE, ROW, & CST

**Table 67: Unfunded High Priority Projects South Carolina (continued)**

South Carolina Unfunded Priority Projects - Projects not in Financially Constrained Plan							
SCDOT PI#	Project Name	From	To	Description	Phase	2015 Dollars	Year of Expenditure Dollars
<b>Park and Ride Facility Projects</b>							\$1,924,485
	I-20 and US 1 (Columbia Highway) Park and Ride in Aiken County (Exit 22)	I-20	US 1	Construct Park and Ride lot with express bus service.	All	\$1,159,274	\$1,924,485
<b>Bicycle and Pedestrian Improvements</b>							\$24,407,434
	West Aiken Greenway	Greenville Road	Highland Avenue	Rail with Trail	All	\$5,636,723	\$9,357,400
	Belvedere Clearwater Rd	Edgefield Road	Palmetto Parkway	Striped Bike Lane	All	\$17,833	\$29,605
	Belvedere Clearwater Rd - Belvedere Road	Palmetto Parkway	Augusta Road	Multi Use Path	All	\$3,113,398	\$5,168,483
	E Pine Log Road Greenway	Silver Bluff Road	Trailwood Avenue	Greenway	All	\$1,443,274	\$2,395,947
	East Buena Vista Ave Greenway	Riverside Boulevard	Georgia Avenue	Striped Bike Lane	All	\$13,218	\$21,942
	US Highway 1 Paved Shoulders	Old Aiken Road	Augusta Road	Paved Shoulders	All	\$355,407	\$590,004
	E Buena Vista Avenue	Floyd Avenue	Atomic Road	Multi Use Path	All	\$477,303	\$792,360
	Georgia Ave	13th Street Bridge	Knox Avenue	Striped Bike Lane	All	\$30,002	\$49,806
	Knox Ave	E Martintown Road	Edgefield Road	Striped Bike Lane	All	\$841,400	\$1,396,789
	US 1	Rutland Drive	ARTS Boundary	Paved Shoulder	All	\$249,666	\$414,465
	Martintown Rd	E Buena Vista Avenue	Jefferson Davis Highway	Multi Use Path	All	\$295,473	\$490,509
	E Martintown Road	Martintown Road	E Buena Vista Avenue	Multi Use Path	All	\$113,644	\$188,657
	Jefferson Davis Hwy	Martintown Road	Revco Road	Greenway	All	\$2,113,334	\$3,508,299
	Collier Street	Henry Street	E Pine Log Road	Bike Route	All	\$437	\$726
	13th Street Bridge	GA	SC	Shared-lane marking	All	\$1,471	\$2,442

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Figure 74: Unfunded Priority Projects









## **Augusta Planning and Development Department**

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